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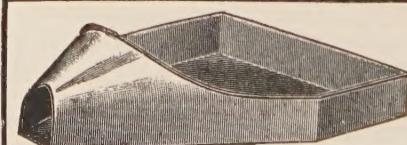
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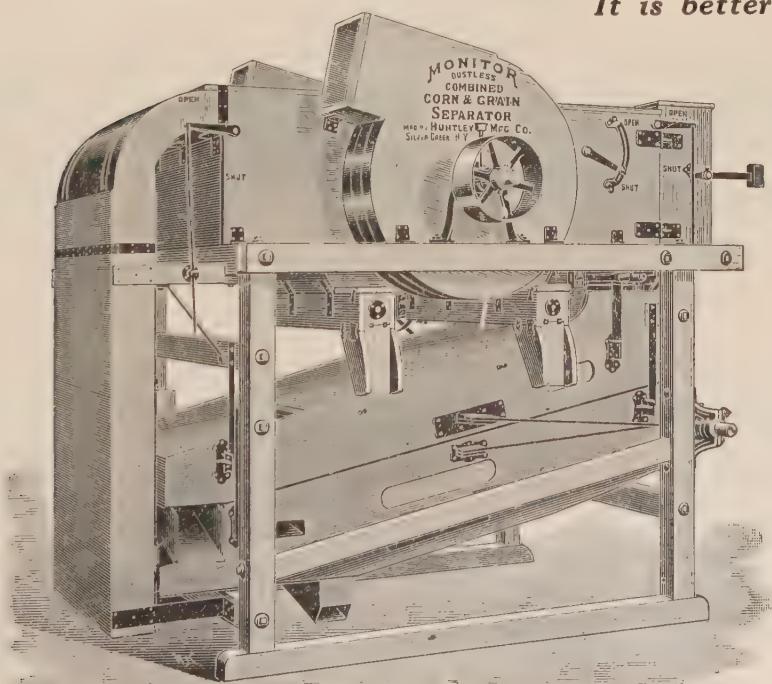
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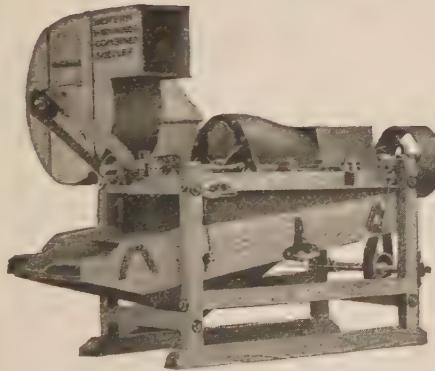
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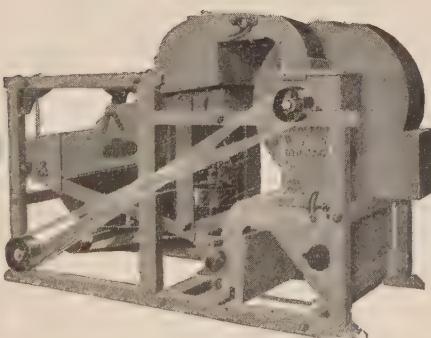
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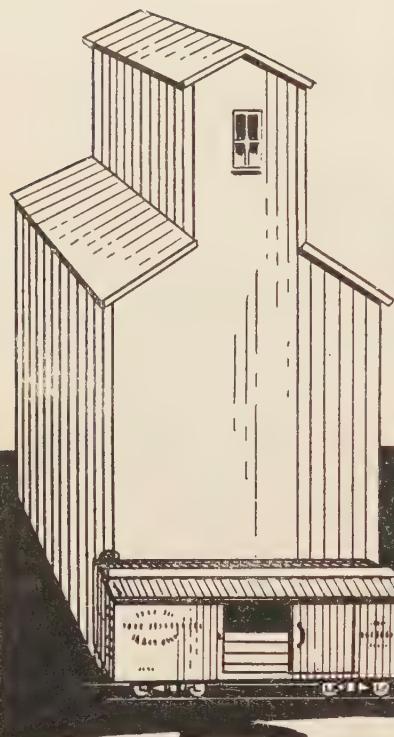


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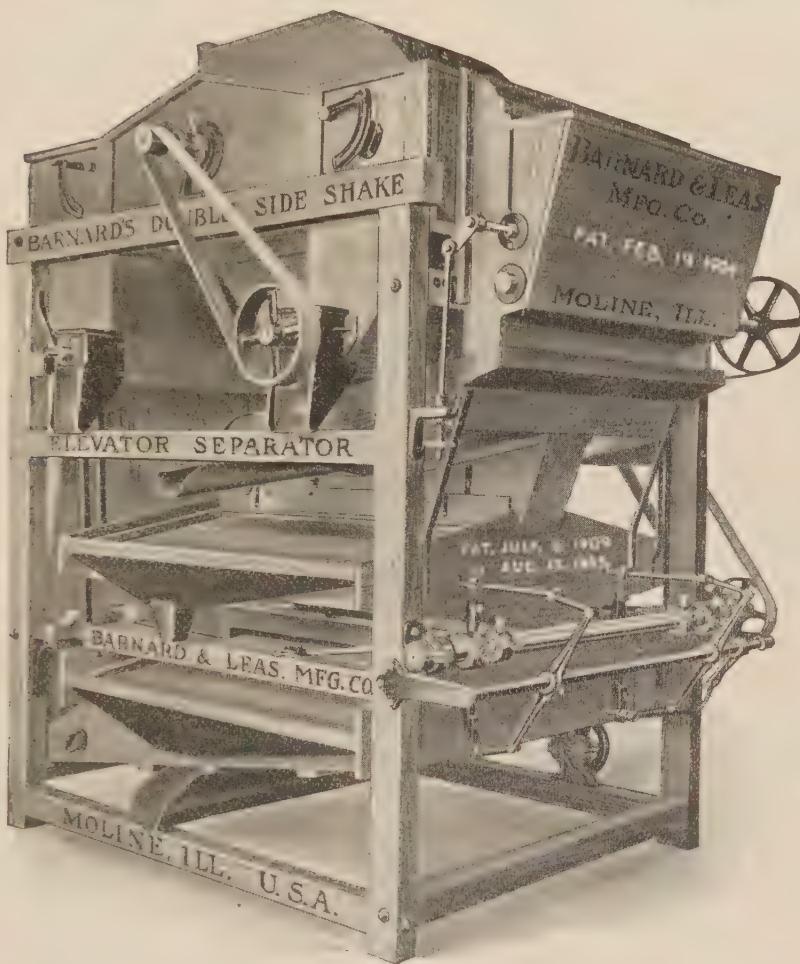
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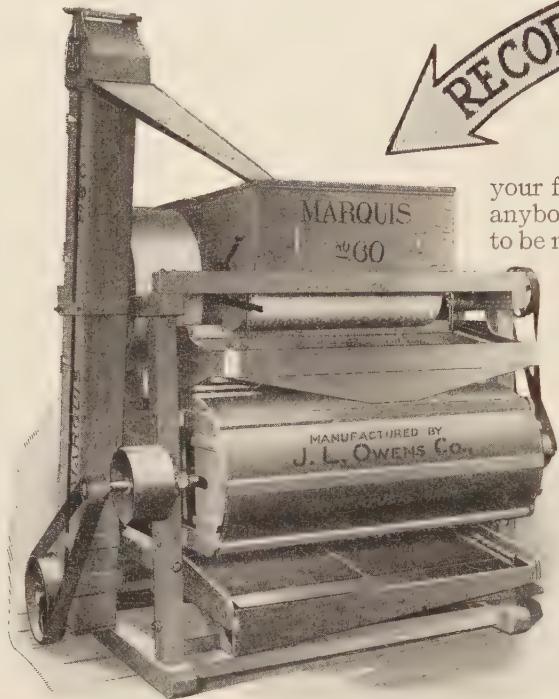
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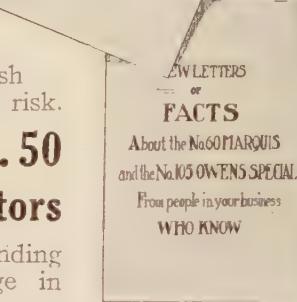
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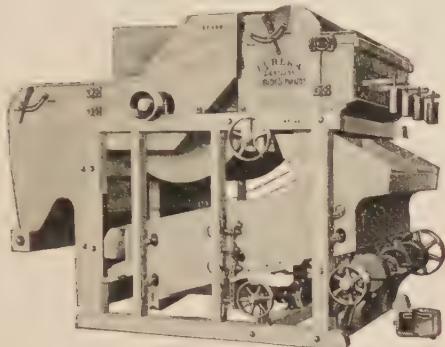
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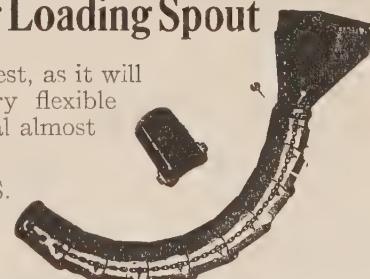
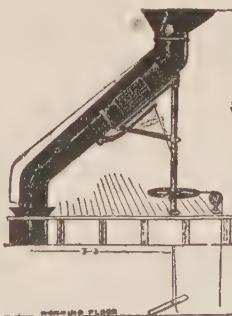
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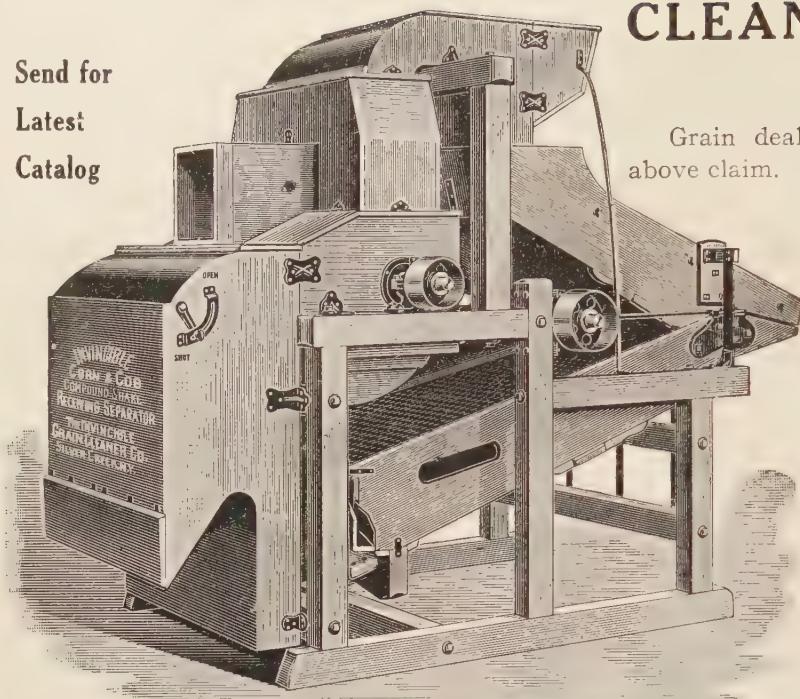
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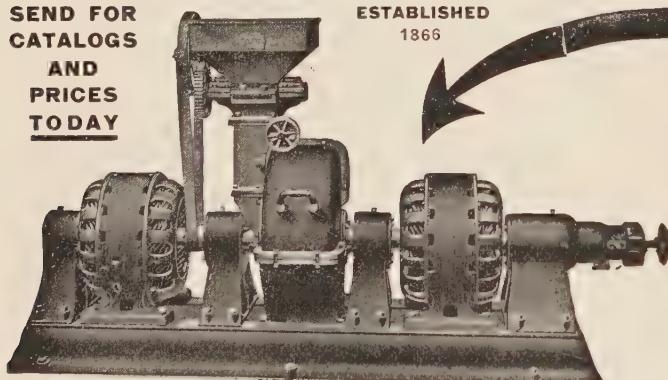
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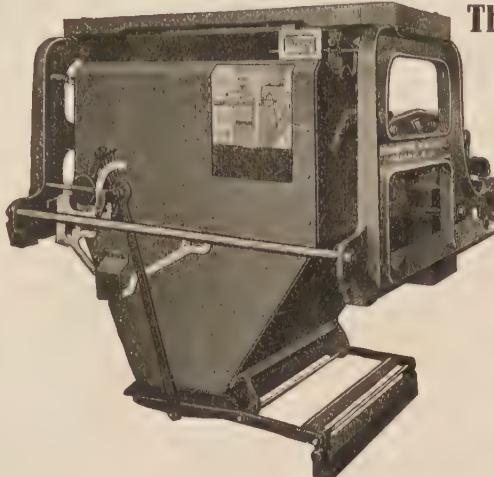
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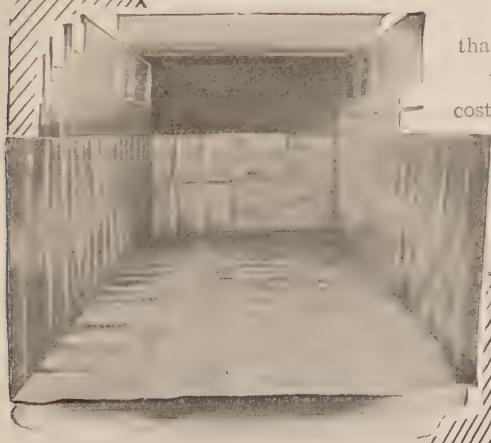
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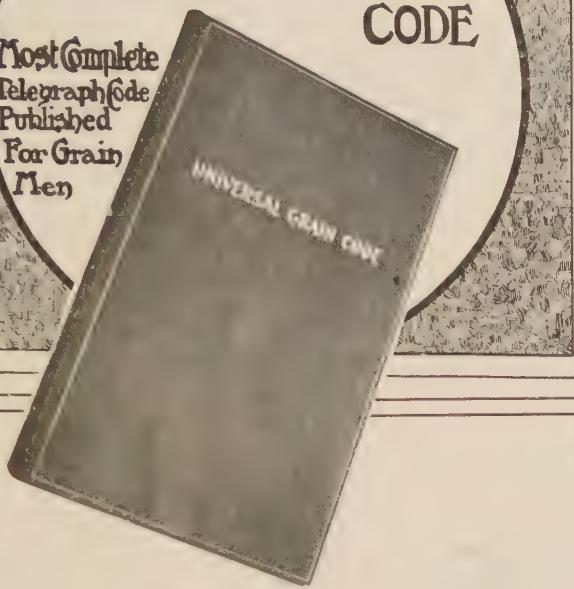
This box frame contains five cards with marginal indexes, giving reductions of any number of pounds from 100 to 5090 by 10 pound breaks, for Oats at 32 lbs.; Shelled Corn, 56 lbs.; Wheat, 60 lbs.; and Ear Corn, 70 lbs. and 75 lbs. to the bushel. Figures are printed in bold faced type which can be read easily from a distance, and put up in a slotted basswood frame with glass front, so that the table needed may be placed in front. The frame not only protects the cards, but keeps the set in compact form so it may be hung near the scale beam for ready reference. Size 12x12 inches. Price \$1.50.

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For Sale



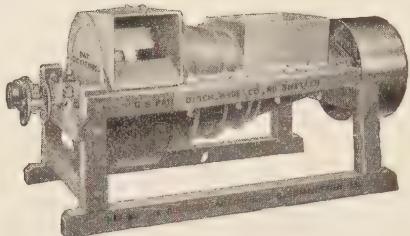
For particulars see the
“ELEVATORS FOR SALE”
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Those looking for elevator properties invariably consult its “Elevators for Sale” columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the “Elevators for Sale” columns, then you can be sure of selling quickly at a good price, and pay no commission on sale.

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ANOTHER UNSOLICITED TESTIMONIAL

Scircleville, Ind., Dec. 26, 1913

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Question: If Gasoline costs 20 Cents per gallon and fuel oil 4 Cents, how long will it take a 30 H. P. MUNCIE Crude or Fuel Oil Engine to save enough fuel to buy two 30 H. P. gasoline engines?

Answer: A 30 H. P. gasoline engine costs to operate as follows:

One hour takes 30 pints or 3.75 gallons worth \$.75
A 10 hour day costs for gasoline \$.75
A 300 day (year) costs for gasoline 2,250.00

A 30 H. P. MUNCIE OIL ENGINE costs to operate as follows:

One hour takes 30 pints or 3.75 gallons of fuel oil worth \$.15	8	15
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In other words a 30 H. P. MUNCIE will pay for a 30 H. P. gasoline engine in fuel saving alone about TWICE PER YEAR—besides giving steadier power, being much simpler and operating with lower up-keep cost. Made in sizes 10 to 100 H. P. in single units.

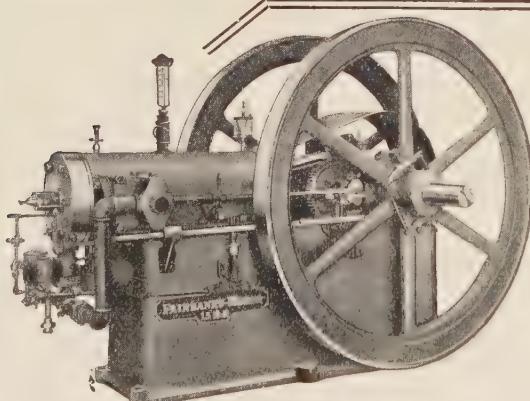
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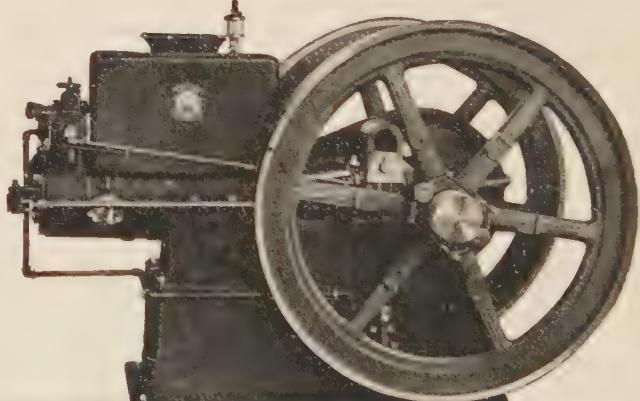


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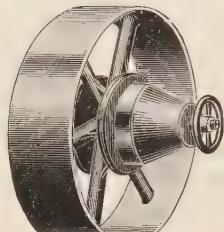
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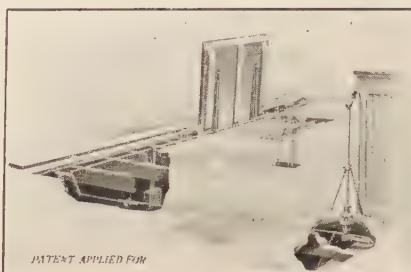
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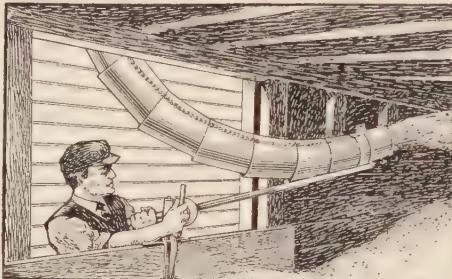
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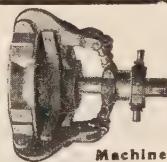
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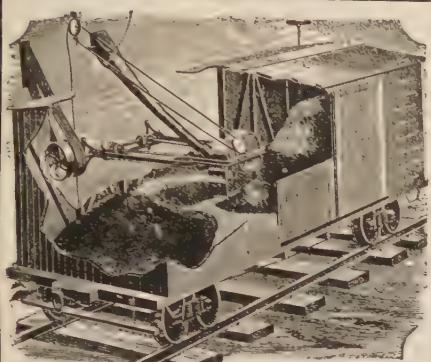
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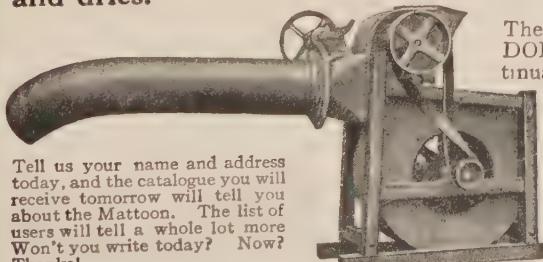
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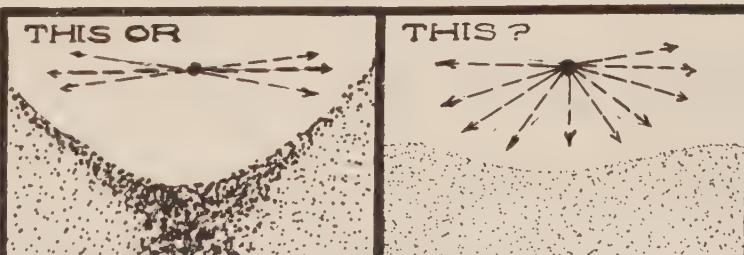
**Maroa Mfg. Co., MAROA,
ILL.**

DUPLICATING SCALE TICKET BOOK

No. 62 is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

GRAIN DEALERS JOURNAL,

La Salle St., Chicago, Ill.



Showing the loading of dirt in center of cars loaded with gravity spouts, or common automatic loaders.

Showing even distribution of grain by the Mattoon Pneumatic Car Loader and Grain Cleaner. No dirt.

The grain is blown out, not forced out by revolving fans, hence the Mattoon DOES NOT MILL OR CRACK THE GRAIN. The loading spout is continually traveling from left to right in semi-circles, thus causing an even distribution of the grain, chaff and lighter grains. A Mattoon prevents the depositing of dirt, chaff small pieces of grain in the center of the car, as is common with gravity and other automatic loading spouts, and causing hot and off-grade grain.

The Mattoon is perfect in principle, practical in design, automatic in action, durable in construction, simple and easy in operation, and requires no attention after starting.

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

The AUTOMATIC DUMP CONTROLLER

is a simple, yet most effective device for the controlling of the drops of wagon dumps. It requires no attention or power in its operation, as it is out of the road and entirely automatic.

Please your patrons by the easy and safe dumping of their wagons, and save yourself the expense of possible repairs being made necessary.

The best evidence that its purchase would make you a good investment is the hundreds that are in use by fellow operators. The number of reorders and testimonials we can show ought to convince you. Give us a chance.

L. J. McMILLIN
Indianapolis Indiana



Determine the exact dockage of every load of wheat

THE EMERSON OATS FROM WHEAT TESTER

eliminates all guesswork in dockage, and saves all the wheat.

Over 1500 elevators now using this tester.

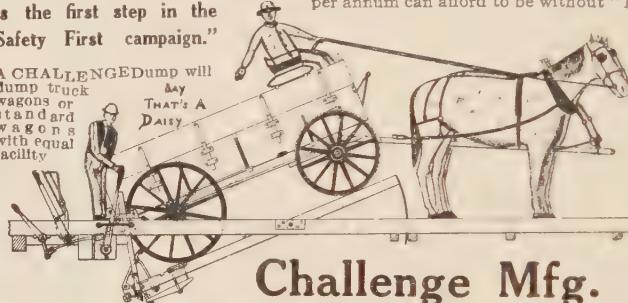
The EMERSON is the most convenient and satisfactory wheat tester made. The saving in wheat, time, mistakes and money soon pays for the Emerson. Write today for further particulars.

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"The CHALLENGE Dump is the first step in the Safety First campaign."

A CHALLENGE Dump will dump truck ^{day} wagons or ^{THAT'S A} stand ^{DAISY} standard wagons with equal facility



No elevator proprietor that handles 50,000 bushels of grain and upwards per annum can afford to be without "The Challenge."

If you are contemplating remodeling or the building of a new dump, don't rely on your contractor to tell you what is best. Write at once to us and get further particulars and investigate for yourself.

Two men can install one set in one day. Building instructions mailed with bill of lading.

Challenge Mfg. Co.,

MORRIS,
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BOWSHER FEED MILLS

GROW HEALTHY STOCK

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—**lightest running**. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog
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The N. P. BOWSHER CO.,
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Robinson's Cipher Code, leather	2.00
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For any of the above, address

GRAIN DEALERS JOURNAL,
315 So. La Salle St., CHICAGO, ILL.

THURN-MARSH CO.

P. O. Box 609

LINCOLN, NEBRASKA

**RELIABLE
CLAIM COLLECTORS**

ELEVATOR MACHINERY

GRAIN DRYERS—All sizes, **CRUSHERS**, **SHELLERS** and **MILLS** **CONVEYORS** and **ELEVATORS**, **CHAIN BELT** and **SPROCKET WHEELS**, **OAT MEAL** and **PEARLED BARLEY MACHINERY**, **HOMINY MILLS**

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
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Record of Cars Shipped

Is a book designed especially for country shippers in keeping a complete record of each car of grain shipped.

It is ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9 1/2 x 12 inches, and contains 180 pages of linen ledger paper, 29 lines to each page, and has spaces for recording the foregoing facts regarding 2,230 carloads. It is well bound in strong boards with leather back and corners.

Order Form 385. Price, \$1.50.

GRAIN DEALERS JOURNAL

315 S. La Salle Street, CHICAGO, ILL.

If What You Want you see advertised, tell the advertiser. If Not--Tell the Journal

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

N. W. OHIO elevator for rent or sale; best oats and corn section. Only elevator at station. Owner cannot be with it. Address Stanley, Box 2, Grain Dealers Journal, Chicago, Ill.

INDIANA—Grain elevator, coal and feed business—in the Banner Corn County South of Indianapolis—doing 25,000 retail business a year—big territory—no competition. Own all the side track in town. If you want a good business investigate. John C. Young, Whiteland, Ind.

FOR SALE AT A BARGAIN—Elevator and alfalfa mill, combined, also coal business. Doing a good business, delightful climate; South Platte Valley; 100 miles from Denver. Hillrose Milling & Merc. Co., Hillrose, Colo. E. H. Link, Sec'y.

ILLINOIS—Two elevators at good grain stations for sale, on Burlington Ry. Will sell one or both. Coal, salt, cement, crushed rock and sand in connection with one. Price reasonable. Good competition at one and none at other. Address T. G., Box 2, Grain Dealers Journal, Chicago, Ill.

CENTRAL IND. elevator, 100M grain; large retail, coal, feed and fencing business. Exceptionally fine prospect for wheat crop. Act quick and we can give possession promptly, at reasonable price. Address Ville, Box 11, Grain Dealers Journal, Chicago, Ill.

EASTERN INDIANA elevator for sale, located in one of the best grain and clover seed districts in the state; new and modern; 12M bu.; good coal, fence and wool business. A bargain for quick sale. D. M. Light, 203½ S. Walnut St., Muncie, Ind.

ELEVATOR IN CENTRAL INDIANA with 2 acres of land and residence, for sale. Has metal sides and roof, cribbed bins, sheller and cleaner, feed grinder, motor power. In good grain belt; handle a number of side lines. Easy terms. A bargain if taken soon. Address Indiana, Box 2, Grain Dealers Journal, Chicago, Ill.

DALLAS, S. D., grain elevator, lumber and coal business for sale, elevator capacity 25,000; also grain elevator located at Winner, S. D., capacity 25,000. Will sell separate or together as desired. Two elevators only at each point, both are good towns, territory large and growing. For particulars address Elevator, 724, Brandeis Building, Omaha, Nebr.

FOR SALE—20,000 bu. grain elevator on Omaha Ry., 20,000 bu. grain elevator on C. M. & St. P. Ry., in town of 3,800; 18,000 bu. grain elevator on C. M. & St. P. Ry., in small town, doing good business and in good territory in Martin County, Minn., where there has never been a crop failure. These houses will be sold very reasonable either separately or as a line. Address P. O. Box 756, Fairmount, Minn.

OKLAHOMA CITY, OKLA.—Terminal elevator for sale or rent, with large storage capacity. Equipped with 100-ton track scale, 50-ton hopper scale, wagon and platform scales, corn sheller, clipper, cleaner and feed rolls. Motive power: 125-h.p., one 20-h.p., one 15-h.p., one 7-h.p. electric motors. One 40-h.p. boiler to operate Hess Dryer.

This elevator is on private property with trackage on both side, and has free switching to four trunk lines.

Will make favorable terms and accept good land in part payment. Address J. C. Pearson, Marshall, Okla.

ELEVATORS FOR SALE.

GOOD KANSAS grain elevator for sale, cheap, at Sharon, Barber County. Address F. P. Hawthorne, McPherson, Kans.

OHIO elevator for sale. Best elevator, retail coal and feed proposition in Central Ohio. Address Wilbur, Box 12, Grain Dealers Journal, Chicago, Ill.

NORTHWESTERN OHIO—15,000 bus. elevator, coal business in connection; good territory. Address Maple, Box 11, Grain Dealers Journal, Chicago, Illinois.

BANTRY, N. DAK., grain elevator for sale; in fine condition. For particulars address Stair, Christensen & Timerman, 1054 Chamber of Commerce, Minneapolis, Minn.

KANSAS, Marshall Co., elevator for sale. Big wheat crop started to move. Corn prospects fine. Price right. Poor health reason for selling. Address Ball, Box 1, Grain Dealers Journal, Chicago, Ill.

OHIO transfer elevator for sale; in first class condition; good location; a great bargain. Address The Transfer, Box 2, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Steel storage tank, 50,000 bu. cap., with steel elevator leg, belt and cups. Address Woodrow, Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE—Have a nice lot to select from. Let me know your wants and how much you wish to pay. Address Jas. M. Maguire, Campus, Ill.

FOR SALE—Two elevators, along with coal business; located in best grain products section of Indiana. Address Jeff, Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Neat modern elevator, 12 bins. Crop never fails. On C. M. St. P. R. Address Thos. McMichael, Jr., Harmony, Minn.

MINNESOTA elevator for sale, 12M bus. cap., located in good town on I. C. For particulars and terms address Canton, Box 8, Grain Dealers Journal, Chicago, Ill.

EASTERN SOUTH DAKOTA elevator for sale; four elevators at the station; receipts, 650,000 bus. a year. Price \$5,000, easy terms. Also good coal business. Address Eastern, Box 11, Grain Dealers Journal, Chicago, Ill.

N. E. KANSAS, 10,000-bu. Iron Clad elevator for sale or trade, in good grain section. Will sell at a bargain or exchange for elvtr. or land in North or Central Okla. Address Seneca, Box 2, Grain Dealers Journal, Chicago, Ill.

ILLINOIS elevator, best location in town of 900, on Big Four. Competition of the best kind. Modern, 35M capacity. Good retail coal business in connection. Address Westchester, Box 2, Grain Dealers Journal, Chicago, Ill.

IOWA—Good elevator and coal sheds, on the C. G. & Western R. R. in Butler Co., Iowa, a good cribbed house convenient and in number one condition, 38000 to 45000 bu. capacity, corn crib eight to ten thousand bu. capacity, coal shed will hold ten car load. We have a bumper crop of both corn and oats in sight and but one other grain house in the town and good competition. With a good man on the dump she should win herself out in a season. No trades; time will be given on a portion if desired. Address the owner, J. G. Leary, Riceville, Iowa.

ELEVATORS FOR SALE.

WISCONSIN—One complete 30,000 bushel capacity elevator with two warehouse additions for sale at a sacrifice. Please address Coleman State Bank, Coleman, Wis.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

MINNESOTA elevator for sale, capacity 23,000 bus., located in good wheat country; on M. & St. L. Ry. One other elevator. This is a bargain. Address H., Box 3, Grain Dealers Journal, Chicago, Ill.

IOWA AND MINNESOTA elevators for sale—On account of retiring from business, we are offering fourteen elevators in Iowa and Southern Minnesota, either singly or as a whole. Write us. DeWolf & Wells Co., Spencer, Iowa.

INDIANA terminal and transfer elevator for sale; capacity 75,000 bushels; located on G. R. & I. Ry., built in 1911. This elevator is in excellent condition and if the right man takes hold of it, will prove a money-maker. Will be sold at a bargain. Write for prices and terms. Address First National Bank, Fort Wayne, Ind.

ELEVATORS WANTED.

INDIANA—Have 240-acre farm in Fountain Co., Indiana, to exchange for elevator in Ind.; must be good money maker. Address J. D. Chancellor, Fowler, Ind.

WANTED to lease one or more good elevators in Central Indiana. Address Imel, Box 2, Grain Dealers Journal, Chicago, Ill.

MILL OR ELEVATOR WANTED—Am a cash buyer and want a good bargain. Give full particulars in first letter. Address 5951, Box 3, Grain Dealers Journal, Chicago, Ill.

IF YOU WANT to sell your elevator, insert an advertisement in the "Elevators For Sale" columns of the Grain Dealers Journal, Chicago. We have sold elevators for others, let us serve you in a like manner. Send trial order today.

ELEVATORS FOR LEASE.

ELEVATOR FOR LEASE—Will lease elevator and stock yards very reasonable, good German community, up-to-date elevator, hopper scale, large fan. Close to Peoria, Ill. Further information address "Elevator," General Delivery, Peoria, Ill.

ELEVATOR BROKERS.

SELLERS list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

HAVE A FEW very nice elevators within 100 miles of Chicago recently listed for sale. Some of these have eastern outlets, and are in splendid towns. Prices very reasonable. Terms can be arranged. Address James M. Maguire, Campus, Ill.

CASH FOR YOUR ELEVATOR, mill, business or property. I bring buyers and sellers together. No matter where located, if you want to buy, sell or trade, write me. Established 1881. Frank P. Cleveland, Mill and Real Estate Broker, 5951 Adams Express Building, Chicago, Ill.

BUSINESS WANTED.

BUSINESS WANTED—Am looking for a good opening. Can pay cash. Give full particulars in first letter. Address G. D. J., Box 5951, Cherry Valley, Illinois.

BUSINESS OPPORTUNITIES.

COLORADO SPRINGS coal and feed business for sale. O. C. Beck, 328 E. Dale St., Colorado Springs, Colo.

FOR SALE—Good stock and grain farm; 160-a. in Ind.; $\frac{1}{2}$ mi. from good town. Address D. Metzger, Darlington, Ind.

FOR SALE—Flour and feed warehouse with 18 lots, wagon scale, corn crib, grain tank, etc. \$3,500. Stock at present low. Exclusive agency for Pillsbury's Flour. Fine town. Good chance for a Scandinavian. Address Miss L. Seidel, Cokato, Minn.

MICHIGAN elevator, potato and hay warehouse for sale at best point in Wexford Co. Will sell half or all. Party buying to take full charge. Reason for selling have other business that takes my time. Write for further particulars. Manton Produce Co., Manton, Mich.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,100 grain men look to these columns twice a month for real opportunities.

MISSOURI—Owing to my age and failing health I would like to sell one-half interest in my business to some man capable of taking full charge. We handle full line of feed of all kinds, flour, hay and grain, wholesale and retail. Elevator and warehouse situated on Wabash R. R. ninety miles from St. Louis. An excellent chance for the right kind of man. C. W. Glynn, Wellsville, Mo.

MISCELLANEOUS.

FOR SALE—GOATS' HAIR; small quantity. Who will buy it? Address J. H. Isen-see, Lake City, Minn.

FOREIGN EXCHANGE CLEARANCES.

Owing to the serious derangement of the foreign exchanges, The National City Bank of New York will undertake to act as a clearing house to facilitate the exchange of bank and cash credits in South America and in other parts of the world. As a result of the moratoria and bank holidays that are in force in many important commercial countries, it is for the time being impossible in a normal way to buy and sell exchange upon those countries. It is feasible, however, in many cases to clear debits and credits upon foreign points, provided there can be brought together business interests having credits and debits at the same locality. If corporations, firms or persons having foreign credits or desiring foreign credits will communicate with us we will undertake so far as possible to offset these debits and credits.—The National City Bank of New York.

ADDRESS WANTED.

A. J. FISHER, Oklahoma City, Okla., present address wanted. Address F. L. Box 2, Grain Dealers Journal, Chicago, Ill.

WANTED—Present address of H. E. Morrow, formerly of Girard, Kansas, but later heard of in Arkadelphia, Ark. Address E. S. E., Box 2, Grain Dealers Journal, Chicago, Ill.

INFORMATION BURE.

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Buro, Grain Dealers Journal, Chicago, Ill.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

SITUATIONS WANTED.

WANTED—Position as grain buyer for some line firm. Address R. R. Letner, Luverne, Minn.

WANTED—POSITION as mgr. of elvtr. or lbr. yard; 4 yrs. experience; prefer line or farmers' elvtr. Address M. J. Box 1, Grain Dealers Journal Chicago, Ill.

WANTED—Position as manager of country grain elevator. Seven years experience in Iowa. Married. Address Lee, Box 3, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED manager wants position as buyer in some Western state where homestead land is still available. Address Box 114, Mobridge, S. Dak.

LADY STENOGRAPHER, bkkpr.; experienced in routing shipments and tracing rates, wishes position with reliable grain firm. Address Buckeye, Box 3, Grain Dealers Journal, Chicago, Ill.

MANAGER—Position wanted as manager of elevator. Have had 25 yrs. experience in milling and grain business. Good reference. Have set of tools and can keep plant in repair. Address L. R. Godding, Sumner, Mo.

MANAGER—Position wanted as manager of elevator or lumber yard, have had 15 years' experience in lumber and 8 years in elevator; can handle gas or steam engines; can give good references; have also experience in repair work. Address Joe, Box 3, Grain Dealers Journal, Chicago, Ill.

BOOKKEEPER—Competent grain bookkeeper and general office man, thoroughly experienced in all phases of the business, including futures, and capable of taking entire charge, is now available for position where permanency is guaranteed. First-class references in Minneapolis grain trade. Address Box 283, St. Josepn, Michigan.

GRAIN BUYER—Wanted, position as grain buyer at country station by young man 30 yrs. of age, married. Have had 7 yrs. experience. Good accountant. Always been able to get good business against strong competition. Prefer the West. Best reference. Address James, Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED—To correspond with an enterprising milling or elevator concern wishing an up-to-date mill elevator or sales manager; I have full knowledge and experience in running mills and elevators, buying and selling grain, grain products and flour; am willing to go on the road; able to take charge of any such establishment in any capacity. Address R. C., Box 3, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

WANTED—Wheatbuyer for Vining Farmers Elevator Co. to buy grain for Fall 1914. State experience, wages and references. Bids open to Aug. 21, 1914. Address Erik O. Selvorg, Vining, Minn.

WANTED—Miller who understands grinding meals, chops and all kinds of chicken feeds at our Mt. Pleasant plant, using a stone buhr and gasoline engine; state salary wanted. Address A. D. Hayes Co., New London, Iowa.

WANTED—Energetic, settled traveling salesman, preferably acquainted with Eastern territory, to sell Seeds and Feeds. State age, experience and salary expected. Also give references. Address Lane, Box 12, Grain Dealers Journal, Chicago, Ill.

SCALES FOR SALE.

FOR SALE—One 4-ton Fairbanks Morse Hopper Scale with 100 bu. hopper; almost new. Address Blabon Farmers Elevator Co., Blabon, N. D.

FOR SALE—26,000 pound Howe Hopper Scale. In good condition. A BARGAIN. RICHARDSON SCALE CO., Passaic, N. J.

PROPOSALS.

Department Quartermaster's Office, No. 556 Federal Building, Chicago, Illinois, August 6, 1914. Sealed proposals, in triplicate, will be received here until one o'clock p. m. Central time, Sept. 8, 1914, for furnishing at Chicago, Illinois, or other prominent railroad points, 10,000 tons Hay and 8,000 tons Oats. Information furnished on application to Department Quartermaster, Central Department.

PROPOSALS FOR FLOUR, OATS, DRIED FRUIT, etc.

Department of the Interior, Office of Indian Affairs, Washington, D. C., July 20, 1914. Sealed proposals, plainly marked on the outside of the envelope: "Proposals for flour, oats, dried fruit, etc." as the case may be, and addressed to the "Commissioner of Indian Affairs, Sixteenth and Canal Streets, Chicago, Ill." will be received until 2 o'clock p. m. of Tuesday, August 25, 1914, and then opened, for furnishing the Indian Service with canned goods, corn meal, cracked wheat, dried fruit, feed, flour, hominy, oats, rolled oats, etc., during the fiscal year ending June 30, 1915. Bids must be made out on Government blanks. Schedules giving all necessary information for bidders will be furnished upon application to the Indian Office, Washington, D. C., the U. S. Indian Warehouses at New York City, Chicago, Ills., St. Louis, Mo., Omaha, Nebr., and San Francisco, Cal. The department reserves the right to reject any and all bids or any part of any bid. Cato Sells, Commissioner.

MILLS FOR SALE.

MANSFIELD, OHIO—For sale—600 bbl. mill situated on 3 trunk lines; has 60,000 bu. cap. grain tanks; cost \$80,000.; will sell for \$18,000. Write G. W. Bahl, Mansfield, O.

IOWA—For Sale, 50 bbl steam roller mill; no competition; county seat Southeast Iowa; with two lots worth \$1500 each and residence cost \$5000; all for \$12,000. Address A. M. Kauffman, Lockridge, Iowa.

WISCONSIN mill and feed warehouse for sale; up-to-date. Will accept Wisconsin land as part payment. Price reasonable. Ill health of owner reason for selling. Monroe Model Mill, Monroe, Wis.

MISSOURI—Up-to-date 50-barrel mill for sale; Barnard & Lead sifter system in perfect condition; mill is running and doing nice business; town located on the Frisco R. R. short distance from St. Louis. Object of selling, have other interests. Address D. E., Box 3, Grain Dealers Journal, Chicago, Ill.

MISSOURI—Flour mill for sale; 75 barrel capacity; one of the best roller mills in Southeast Missouri; on main line of Iron Mountain Railway, 75 miles from St. Louis; in fine wheat section; 50,000 to 75,000 bushels marketed annually at this mill; handy to lead belt where output can all be marketed. Write me at once. Address A. P. Mackley, Desloge, Mo.

PENNSYLVANIA grist mill for sale, doing a good business, 150 patrons; no other mill within 5 miles; equipped with both water and steam power; will also sell 7-room dwelling in good condition. Mill is 50x27; feed room attached; new dam built 5 years ago; excelsior mill could be started in connection if so desired. Mill grinds buckwheat, rye flour and all kinds of feed; has elevators and conveyors; established in 1864; owner will remain with purchaser until he becomes acquainted. Full particulars, terms, etc., will be given upon request. Address R. Box 1, Grain Dealers Journal, Chicago, Ill.

STEAM ENGINES, BOILERS.

FOR SALE—One 9x12 Bromwell steam engine as good as new, only been used three months. A bargain if sold at once. Fred Schlientz & Son, Eldorado, Ohio.

DYNAMOS—MOTORS.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamics—Motors" columns of the Grain Dealers Journal, Chicago.

WE HAVE the largest stock of second-hand electric motors and generators in America and buy and sell, rent, exchange and repair electrical machinery of all kinds. Send for our "Monthly Bargain Sheet" showing complete stock with net prices. All machines guaranteed in good order.



DYNAMOS, MOTORS, ELECTRICAL REPAIRS.

We give one year's guarantee with all dynamos and motors sold by us. The reason we can do this is, all machines are put in condition good as new before we ship them. We carry a large assortment of motors in stock. Write us your needs and let us give you a square deal.

Northwestern Electric Co.,
611-13-15 W. Adams St.,
Chicago. Illinois.

BUILDING MATERIAL.

FOR SALE CHEAP—2,000,000 feet elevator cribbing, lumber, joists and boards; 2,000 sash and doors, all sizes. Our prices will surprise you. Write at once for bargains. Ruel Wrecking Co., 7337 Stony Island Ave., Chicago.

GASOLINE ENGINES.

FOR SALE—28-30 h.p. Foos standard horizontal, \$365. 100 other sizes and styles. State your power needs. Badger Motor Co., Milwaukee, Wis.

FOR SALE—8-H.P. Olds Gasoline Engine practically as good as new. Will sell at half original cost. Have installed electrical power. E. A. Remer, Cedar Springs, Mich.

FOR SALE—16 H. P. Lambert Gasoline Engine doing fine work, and in good running order; have put in a much larger engine as our work was too much for the 16. Address N. L. Layer & Son, Wyatt, Ind.

FOR SALE—30-h.p. Vaughn Gearless gasoline engine, almost new. Have installed electric motors. Also large shaft and friction clutch for engine complete. Price \$200 f. o. b. cars Eaton, O. Star Elevator, Eaton, Ohio.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

SECOND-HAND BAGS AND BURLAP.

GRAIN BAGS FOR RENT AND FOR SALE We can rent you grain bags any quantity. Write for terms. Also have several thousand grain bags for sale. Foell & Co., 123 Market St., St. Louis, Mo.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheetings, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

MACHINES FOR SALE.

FOR SALE—Monitor No. 4 Cleaner in first-class condition, \$40. Address L. B. Spracher & Co., Sibley, Iowa.

FOR SALE—2 cracked corn separators and 2 three pair high roller mills; low prices. Address Corn, Box 2, Grain Dealers Journal, Chicago, Ill.

FOR SALE—500 bu. cap. Eureka Grain Cleaner slightly used; also about 200 ft. elvtr. belt with cups attached and Royal D. C. electric coffee grinder; all in good condition. Address F. E. Janes Grain Co., Indianapolis, Ind.

FOR SALE—One 12" Robinson Attrition Mill, used one year, good as new. New Sealing Rings and Grinding Plates. Price \$100.00.

D. O. Friend, Brighton, Iowa.

FOR SALE

1—25 Horse Power Atlas Engine
1—35 Horse Power Atlas Engine
1—60 Ton Fairbanks-Morse R. R. Track Scale
1—200 Bu. Fairbanks Hopper Scale
1—500 Bu. Fairbanks Hopper Scale
1—No. 5 Invincible Oat Clipper Machinery for 30-Ton Alfalfa Mill; almost new. Will sell the above machinery worth the money. Address R. G. Welge, Blackwell, Okla.

Are You Looking for Real Bargains?

In Single or Double-head Attrition Mills, Any Size, Style or Make at Your Price, 16" to 36" Monarch's, Foos's, Unique's American's, Halsted's, Robinson's from \$90 to \$225 ea. in remodeled form, much less when purchased not remodeled. All remodeled machines guaranteed to be in as near new a condition as can be made. Also a full line of Reels, Roller Feed Mills, Shellers, Burr Mills, Crushers, Corn Crackers, etc. Write for catalogs today whether you want new or second-hand machinery or supplies.

George J. Noth,
No. 9 South Clinton Street, Chicago, Ill

FLOUR MILL, FEED MILL AND ELEVATOR MACHINERY AND SUPPLIES.

The largest Stock of Overhauled and reconstructed Machinery in the World.

Roller Feed Mills: 9x18 and 9x24 Noye, 9x24 Northway, 9x24 Dawson, 9x18, 9x24 and 9x30 Allis, three pair high; and 9x18 Hutchison; 9x30 Acme; two pair high; one No. 1 and one No. 2 Willford, three roll high, and many others listed in our Bargain Book.

Write for one—Mailed on request.

Bowsher Combination Crushers and Grinders: No. 4, (12 to 30 Bu.) No. 7, (15 to 60 Bu.) No. 8, (20 to 60 Bu.) No. 9, (30 to 125 Bu.) No. 10, (40 to 175 Bu.)

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Attrition Feed Grinding Mills: 16, 20, 24 and 30 inch "Monarch"; 18 "Modern Special"; 30 inch "American"; 16, 19 and 24 inch Foos; 24 inch "Unique."

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Double Roller Mills: All Sizes and Makes.

Separators, Oat Clippers, Scourers, Dust Collectors, and Everything for Flour Mills, Feed Mills and Elevators.

Elevator Belts with Buckets Attached at Extremely Low Prices—in either Cotton, Rubber or Canvas.

Address Dept. Q for "Gump's Bargain" Book, giving complete list of all Machinery, Belting, Pulleys, Shafts, Elevator Belting, Buckets, etc., with Net Prices. Mailed Free on Request.

We can save you money.

Est. 1872. Inc. 1901.
B. F. GUMP CO.,
431-437 So. Clinton St.
Chicago, Illinois.

MACHINES FOR SALE.

FOR SALE—Several second-hand Clipper cleaning machines, Model 107, complete with ten screens for cleaning seeds. Will quote price on application. Address Lake, Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

MACHINERY BARGAINS.

1 Steam Condenser	30.00
1 Grain Spout complete	4.00
1 large bell	20.00
10 Belt Tighteners, each	5.00
300 Salem-cups, 6x16, each	.12
50 " 6x18 "	.12
600 Empire Buckets, 5x16	.06
150 " 6x18 "	.06
1 26" 3 ply 125 ft. Conveyor Belt	50.00
All of the above are in good condition and snaps at the prices offered.	

La Crosse Wrecking & Lumber Co., La Crosse, Wisconsin.

Make Big Money In Your Spare Time

Selling King Lightning Rods Barns and Granaries will soon be filled with this season's crop and should be protected from lightning. Get our Special Agency proposition. It's a winner. Write today for full particulars. We want live, responsible dealers.

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Write for the
RED BARGAIN LIST

The H. D. LeFevre Company

Nebraska City, Neb.

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Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL
OF CHICAGO

SEEDS FOR SALE—WANTED

Directory
Grass Seed Trade

BALTIMORE, MD.

Buffington & Co., John J., whse. seed merchants.
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DICKINSON CO., The Albert, seeds.

Illinois Seed Co., The, grass and field seeds.
EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, field seeds.
Louisville Seed Co., grass seed dealers.
Ross Seed Co., field seeds, exporters.

MADISON, WIS.

Olds Seed Co., L. L., Wis., field seeds.
MEDIA, ILL.

Lewis, E. G., field seeds.

MILWAUKEE, WIS.

Courteau Seed Co., field seeds.
Teweles & Co., L., grass and field seeds.

NEW YORK, N. Y.

Leifmann's Hamburg, rep., I. L. Radwaner, fid. sds.
Lewwith, Larson & Co., clover, grass, field seeds.

ST. LOUIS, MO.

Prunty, Chas. E., field seeds.

TOLEDO, OHIO.

The Toledo Field Seed Co., clover, timothy.

TORONTO, ONT.

Steele, Briggs Seeds Co., Ltd., field seeds.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, Whse. Field Sds.

GRAIN WANTED.

WANTED—100 cars good dry Oats Straw and Packing Hay. Address C. T. HAMILTON, NEW CASTLE, PA.

HAY AND GRAIN WANTED

Wheat, Corn, Oats, Hay, Straw, Milling Buckwheat, Bran, middlings, Red Dog, Potatoes. C. T. HAMILTON, New Castle, Pa.

SEEDS FOR SALE.

CLOVER SEED wanted. Have buyers for car lots or less, clover. Mail samples and offers. G. S. Mann, Postal Tele. Bldg., Chicago, Ill.

YOU CAN find a ready market for grains of all kinds, thru the insertion of an advertisement in these columns. It will be read by over 6,100 progressive grain dealers.

KINSEY BROS.

GRAIN, HAY and SEED MERCHANTS

Field Seeds a Specialty

NORTH MANCHESTER, INDIANA

L. TEWELES & CO.

Seed Merchants

Grass and Field Seeds

Milwaukee

Wisconsin

CAR LOTS

STORED IN NEW YORK

OR

SHIPMENT HAMBURG

I. L. RADWANER

44-46 Pearl St., NEW YORK CITY

ALFALFA

ALFALFA
THE GREAT SOIL IMPROVERGROWING EASY
With NOD-O-GEN

NOD-O-GEN is a pure culture of living bacteria for inoculating alfalfa seed. Its use makes the chances of success with alfalfa 60 per cent greater.

NOD-O-GEN IS FREE. With each bushel (60 lbs.) of Ace, Pine Tree or Globe brand alfalfa seed we supply enough Nod-o-gen culture to inoculate the seed.

Get full particulars by mail. Write now.

THE ALBERT DICKINSON COMPANY

Wholesale Seed Merchants

Est. 1855

CHICAGO

MINNEAPOLIS

CENTRAL IOWA, best location in town, new elevator, and first class lumber business; competition of the best kind. Address Fred, Box 7, Grain Dealers Journal, Chicago, Ill.

This 5 Line Want Ad
Sold the Elevator—Read the Letter

D. Milligan Company

D. MILLIGAN
F. W. MILLIGAN
F. D. MILLIGAN
E. A. MILLIGANDEALERS IN
LUMBER, GRAIN, COAL, LIME AND CEMENTBRANCHES ON
C. & N. W. RY
C. M. & ST. P. RY
M. & ST. L. RY
IN CENTRAL IOWA

JEFFERSON, IOWA June 2, 1914.

Grain Dealers Journal,
Chicago, Illinois.

Gentlemen:

We recently carried an advertisement of an elevator for sale in one issue of your paper and received ten replies, most of them from men who seemed to be bona fide purchasers, and made sale of the property to Mr. C. C. Buck of Iowa Falls through the advertisement. This was our Dana, Iowa, plant which we sold, because we desired to extend our business along the Milwaukee or Northwestern, where the train service is more convenient for us.

Very truly,

D. Milligan Co.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

SWEET CLOVER SEED, white and biennial yellow. Prices on request. Bokhara Seed Co., Box 93, Falmouth, Ky.

WE BUY AND SELL

Clover, Timothy, Alfalfa, Millet, Seed Grain and Seed Potatoes.

Our Specialties—Wisconsin Pedigree Grains and Wisconsin Grown Seed Corn.

L. L. OLDS SEED CO.
MADISON WISCONSIN

CLOVER SEED INVESTMENTS

Booklet of facts and figures of interest and value, just issued. Free on request.

SOUTHWORTH & CO.
GRAINS SEEDS PROVISIONS
Produce Exchange TOLEDO
Members Toledo Produce Exchange
Chicago Board of Trade



Timothy—Red Clover—Alsike—Alfalfa—White Clover—Crimson Clover—Canada Bluegrass—Kentucky Bluegrass—Redtop—Millets—Lawn Seed—Orchard Grass—Seed Grains—Peas—Popcorn, etc.

**WHITNEY - ECKSTEIN
SEED CO.**
BUFFALO, N. Y.
Correspondence Invited

FOR SALE



For particulars see "Elevators" For Sale columns of this Journal.

SEEDS FOR SALE.

FOR SALE—New timothy seed. Address J. W. Richards, Ferris, Ill.

FOR SALE—Parties wanting Sudan grass seed communicate with Lubbock Grain & Coal Co., Lubbock, Texas.

SEEDS WANTED.

QUOTE US delivered and mail samples on 800 bu. new seed. Rye, bulk; also red top seed Red Clover and Crimson Clover. We are at all times in market for GRAIN. Address, Cohen Bros., Greenville, Ky.

SEEDS

Grain, Clover and Grass Seeds,
CHAS. E. PRUNTY,
7, 9 and 11 South Main St. SAINT LOUIS

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

"MAY BELL" Brand Pure Field

WE BUY **SEEDS** WE SELL

ROSS SEED CO., Louisville, Ky.

Have 10,000 Bu. CHICKEN FEED WHEAT on hand

Wire or Write for Samples and Prices

HUHN ELEVATOR COMPANY

Chamber of Commerce, MINNEAPOLIS, MINN.

EASY TO DISPLAY
EASY TO HANDLE
EASY TO SELL
NO WASTE—NO DIRT
PURISCO SEEDS

IN PROTECTED PACKAGES
HIGH PURITY
STRONG GERMINATION

TIMOTHY SEED

Packed in 1 bu. cotton bags—3 one-bushel cotton bags to the bale.

RED CLOVER — ALFALFA — ALSYKE

Packed in $\frac{1}{2}$ bu. and 1 bu. cotton bags. 4 half-bushel or 2 one-bushel bags to the bale.

NO CHARGE FOR BAGS

Recleaned and Packed by THE ILLINOIS SEED CO., CHICAGO

A Trial Order

GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Gentlemen:—I wish to try the *Grain Dealers Journal* on the 10th and 25th of each month for one year just to learn if I can get any helpful suggestions from the opinions and experiences of other grain dealers. Enclosed please find One Dollar and Fifty Cents.

Name of Firm.....

Capacity of Elevator

.....bus.

Post Office.....

State.....

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Guarantee of
Excellence

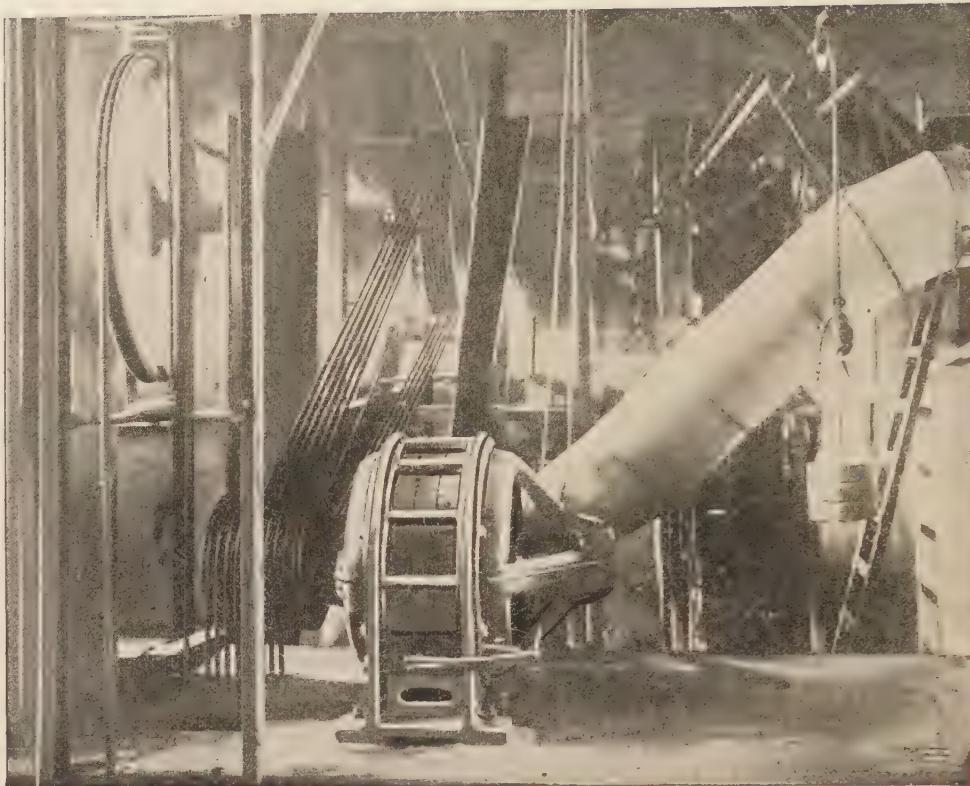


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on Goods
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100 H. P. Induction Motor, Operating Three Roller Mills, Two Elevator Legs, Cleaners, Car Pullers and Power Shovel in F. C. Ayers Mercantile Company Elevator

Five Advantages of G-E Motor Drive

The adoption of electric drive for grain elevators is steadily progressing, owing to the economy of operation, simple construction and high efficiency of the induction motors designed for this purpose.

Among the principal considerations in favor of motor drive are:

1. No consumption of power, except when actual work is being done.
2. Small depreciation and repairs.
3. No expert attention required, hence saving in labor cost.
4. No fire hazard.
5. Saving in space.

Send for bulletin No. 4976—It will help you solve your power problems.

General Electric Company

Largest Electrical Manufacturer in the World

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St. Louis, Mo.
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Washington, D. C.
Youngstown, Ohio

For Texas, Oklahoma and Arizona business refer to Southwest General Electric Company (formerly Hobson Electric Co.), Dallas, El Paso, Houston and Oklahoma City. For Canadian business refer to Canadian General Electric Company, Ltd., Toronto, Ont.

GRAIN DEALERS JOURNAL

[Incorporated]

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CHARLES S. CLARK, Manager.

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A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, AUGUST 10, 1914.

DID THAT last car you loaded out leak in transit? Maybe it is reported for this offense in our "Leaking in Transit" Department.

COUNTRY SHIPPERS who send their grain direct to interior consumers, thereby going around the receiver, are not in a position to ask the receivers to desist from bidding scoopers.

DISCOUNTS will be very liberal on all off-grades, until our affairs become more settled, so that every shipper must exercise greater care in cleaning and classifying his grain for market.

THE FEDERAL Trade Commission Bill, which seems sure soon to become a law, provides for five fat jobs at \$10,000 per year, which should prove very attractive to poor politicians looking for a snap.

THE UNUSUALLY large crop of barley in California and the extra good quality of this year's crop, together with the opening of the Panama Canal, promises to result in many shipments to Atlantic Coast ports.

THE PROSPECTIVE STRIKE of the railroad employees west of Chicago has at last been submitted to the Federal Board of Mediation, so that a strike is not now probable in the near future, and the railroads will be able to transport grain freely so long as they have cars not tied up for warehouse purposes.

THE MOSS BILL has been temporarily side-tracked to make way for war measures, so that it is barely possible it will not be passed by the lower house at this session, altho its author seems confident of obtaining early action.

IT IS much better to have the grain office some distance from the elevator, as the elevator and contents will not then be charged with the fire hazards of the office and the lower rate obtained will contribute to the cost of building the office where wanted.

CONSIGNING GRAIN has proved very profitable to shippers who caught the rise, but quite discouraging to shippers whose grain arrived on a falling market, when they had not taken the precaution to place a bottom figure at which their grain should be sold.

SEVERAL FARMERS in North Dakota are now serving time for the privilege of helping themselves to grain in the elevator, and if the practice continues it will soon be necessary for elevator men everywhere to lock and bar their plant each night when they go home.

A NEBRASKA elevator man, who has his books and cash drawer open to all visitors, recently was called into the elevator, and while absent his cash drawer was rifled of its contents. Those who want to keep their money for their own use should not tempt visitors to convert it.

SHIPPERS SHOULD bear in mind that the condition of a car upon its arrival at destination does not prove that the car did or did not leak in transit. Many railroads have all cars examined closely and carefully repaired before they reach destination, so as to cover up all trace of leaks.

MINNESOTA'S State Board of Grain Appeals met last week and decided to make no changes in the grain grades known as "Minnesota Grades." The Federal corn grades had previously been adopted by the Minnesota Department, so the trade will not be confused by a lot of new rules.

MIXING RYE with winter wheat is a dodge the cleverness of which is entirely lost upon the unfortunate millers who buy the stuff. Rye sells for more when mixed with wheat, unless the sharp-eyed grain inspector grades the sample down from No. 2 to No. 3, as has happened in some instances.

THE SHORT CROP of jute in India, combined with war in Europe, has resulted in a marked advance in the price of jute and burlap bags, so that it will be more expensive than ever for Pacific Coast grain shippers to ignore the advice of their eastern brethren and adopt bulk handling facilities.

GRAIN SHIPPERS everywhere owe it to their business to petition the members of Congress upon every occasion to work for, support and help secure the enactment of the Pomerene B/L Bill. It will give much needed protection to shippers of all commodities, and remove many causes of friction and loss to grain shippers.

SHIPPERS CANNOT exercise too great caution in contracting delivery of grain, because it is impossible to tell what facilities the railroads will be able to supply in the near future. So many cars are now loaded with grain and have little prospect of being unloaded immediately, that it will take some time to return them to their natural channel of usefulness.

THE THIEF who robbed the Storm Lake (Iowa) Farmers Elvtr. Co. of blank checks is now getting them cashed in different parts of the country. All the checks which have shown up are for \$40.60, and bear the notation at the bottom, "In payment for 116 bus. of oats at 35c per bu." Judging from this it is evident that the swindler has some knowledge of the grain business.

UNGUARDED FLY-WHEELS have recently resulted in elevator casualties that could have been easily prevented. A rail around the wheels will often save enough lives to pay for guarding all the machinery of all the elevators. No elevator man can afford to take chances on the clothing of visitors or employees being caught in the moving machinery. It is his first duty to guard it against all comers.

THE TEMPORARY withdrawal of the merchants of Great Britain, France and Germany, from the markets of the world, offers the manufacturers of the United States an unusual opportunity to gain a lion's share of the world's commerce. While South America, Asia, Africa and Australia are not likely to become buyers of our foodstuffs, they will take large quantities of our machinery and clothing.

THE PESSIMIST is disposed to convince everyone that the present chaotic condition of business will continue until the war is settled, which is very unreasonable. Owing to discouraging business conditions and forced retrenchments, business in nearly every line in the United States has been playing a watchful waiting game. Credits have been cut down and merchants have been doing a hand to mouth business in many lines of trade. There has been no expansion, in fact the business of the country has seldom been in so strong a position to meet just such conditions as the war has thrust upon us, and our exporters must soon emerge from this temporary embarrassment to promote a foreign trade not previously thought possible of attainment.

GRAIN PRICES promise to range high for some time to come, consequently it is more important than ever that each car loaded be coopered carefully. The great number of reports published in our "Leaking in Transit" Department this number proves conclusively that many shippers are not taking the precaution to cooper their cars as carefully as is needed, otherwise we would not have so many reports of leaks.

THE DEFECTS of country elevator scales, brought to light by the scale inspectors of the different grain dealers' ass'ns, of itself proves that the elevator men were paying many times as much for the privilege of not having their scales inspected as they are now paying for the inspection and correction of the defects. It seems a pity that scale inspection was not long ago instituted by every grain dealers' ass'n.

PLUGGING SHIPMENTS has resulted in so much trouble that some receivers are now making a special effort to detect plugged cars, in order to have the shipments of the tricksters graded "No Grade." If the pluggers would exercise as much care and labor in cleaning thoroughly and classifying their shipments, they would realize a greater profit on the grain they handle than they can expect to realize from plugging shipments.

IF THE PROLONGED drouth in many sections of the corn belt is not soon ended, the price of corn will have more advances than has yet been dreamed of. The Pennsylvania miller who complains of the extravagant prices being placed upon corn should rent some cheap Pennsylvania land and start growing it. So much of this year's crop has already been burned up, the wonder is the price did not jump higher when war was declared.

REPORTS FROM many different sections seem to indicate that farmers are beginning to get the speculative fever, and are determined to hold their grain for war prices. This will relieve the country elevator man from assuming so much of a speculative risk and give him a chance to get his bearings. The plunger who has been active in the market during the last two weeks has suffered many losses, which in some cases has not been offset by gain.

A NORTHWESTERN elevator man at a one house station is much disturbed, because the proprietors of a new bank, being anxious for a grain account, have started a movement to organize another elevator company. It would seem to be up to the grain man to institute a counter-movement for the organization of another bank, even tho he works it only as a bluff. If country merchants would give more attention to the promotion of their own business by legitimate means and less to interference with their brother tradesmen, they would realize greater and more permanent profits.

SHIPPIERS WHO sell grain destination weights and grades must expect to abide by those weights and grades, and if it is found upon arrival at destination that the car does not contain the full amount for which draft has been drawn, then it is the shipper's plain duty to make up the shortage. Shippers who are not willing to accept destination weights and grades of interior points owe it to themselves to ship only to organized markets, where public weighmen are established. Otherwise they court trouble.

UNFAIR COMPETITION will be made unlawful, if the Newlands Bill, recently passed by the Senate, becomes a law, as it now seems likely to do. The principal innovation in popular government nowadays seems to be the enforcement of the law and the regulation of the people by commissions. It used to be sufficient to enact laws and provide penalties for their violation, but the commission idea is very popular with the politicians, because it makes many fat offices, and no doubt will prevail until the people rise up and protest.

SOME OCEAN steamships have already been registered under the American flag and can now transport non-contraband goods to foreign countries without fear of interference by any of the belligerents. As soon as Congress enacts the Alexander measure, American registry will be open to many foreign built vessels. Our commerce with the nations not now embroiled in war will continue without interruption and trade with the belligerents in non-contraband goods may be continued. Our imports from Europe are sure to be greatly reduced and the demand for our goods greatly increased because of the wholesale desertion of the factory for the battlefield. As fast as steamships are admitted to American registry, and transportation facilities provided, our manufacturers, as well as our exporters of foodstuffs, will experience a rapid increase in European demand.

COUNTRY ELEVATOR men with cash and storage room to spare can no doubt continue to buy grain with safety, providing they work on a wide margin. Much of the grain which had been sold for export previous to the breaking out of war is still in this country, and some of it has been thrown back on the market, resulting in unexpected declines. Naturally all dealers are very uncertain as to the immediate future and timorous capital is seeking relief from the load. As soon as the trade gets its bearings and exporters are able to adjust their affairs to the new condition of things, prices will probably rule steadier. Quick fluctuations in the market must be expected, until the channels of our export trade have been reopened and unless dealers are prepared to suffer heavy paper losses, it behooves them to buy on a very wide margin, or insist upon the grain being held on the farm.

SEVERAL FINGERS and some lives have been sacrificed to workmen's attempt to remove grain from a clogged boot while the leg was running, but the casualties do not seem numerous enough to warn elevator operators against attempting this dangerous relief of a choke-up. It is far better to shut down the machinery and clean out the boot properly, than to grab out a little grain here and there and expect to be able to put on enough power to overcome the congestion. Too often this practice results in broken and stripped belts.

TWENTY-SIX FIRES are reported in this number, and sad to relate, twenty of them resulted in a total loss of the elevator. Some of them would have been saved, had barrels of salt water and buckets been provided at convenient points for the use of employees. One fire was traced direct to the notoriously dangerous shingle roof, one to the cob house, one to overheated machinery and two to the engine room. All of these reports go to show that the elevator man has been extremely busy and so much occupied that he has not exercised his usual care in watching the known fire hazards of his plant.

COUNTRY ELEVATOR men whose offices are small owe it to their business to have their records kept behind a rail, counter or wire netting, so as to prevent the curious from inspecting them and the malicious from destroying or changing them. One dealer, who has all his records open to the inspection of anyone who comes into his office, asks: "What can I do to the farmer who comes into my office during my absence and raises the recorded price at which he contracted to sell me his crop?" The thing to do is to prove to the farmer that the contract was made at the correct price and then enclose the accountant's desk with a heavy wire netting, which will help to prevent meddlers from changing records.

IF THE RAILROADS heed the suggestions of the Interstate Commerce Commission, many improvements will be made in financing and operating the rail lines in the future, and by these reforms they will earn more favorable consideration from the government and the public. Of course, if the railroad managers persist in ignoring the recommendations and suggestions of the Interstate Commerce Commission, then their appeals for advances or favors in the future will meet with deaf ears.

The advance in rates granted the carriers by the decision of the Interstate Commerce Commission, for which the public had waited patiently month after month, has been completely overshadowed by the disrupting of all business relations by the European war. It will take some time to carry into effect the advances granted by the Commission.

The Need of More Terminal Storage Room.

With the harvesting of the largest crop of wheat the United States has ever produced and average crops of other grains, comes the sad realization that our terminal market grain storage capacity is the lowest it has been in many years. The temporary suspension of trans-Atlantic shipping, the congestion of different terminals and the detention of thousands of grain laden cars, because no bins are ready to receive their loads, brings home to the grain carriers and the grain dealers a crying need for more grain storage room at ocean ports and interior grain centers.

The difference in the price of wheat for September and May delivery in the Chicago market recently has been sufficient to pay the cost of fireproof grain storage. During recent years few terminal elevators which have been burned or wrecked have been rebuilt. The railroads fully appreciate the need of terminal depots for bulk grain, but they seem to prefer to rent their box cars for warehouse purposes.

The grain crops of the United States this year will approximate five billion bushels, while the storage capacity of the elevators in the principal grain centers east of the Rockies does not much exceed one-fourth of a billion bushels. If grain were moving forward rapidly to foreign and interior markets, the crop might be handled by existing elevators without unusual delay, but with the suspension of our export trade, a congestion has resulted from which the trade cannot recover for many months to come.

The railroads terminating at the gulf ports have issued embargoes against the shipment of more grain to these ports, because the elevators are full and the yards of one is blockaded with thousands of loaded cars, yet the largest carriers of grain to these ports admit that had they provided ample depots for bulk grain, their cars would not now be standing idle, because of shipper's inability to find a place to unload his grain.

The following is the approximate storage available in the different grain centers of the United States:

STORAGE ROOM OF GRAIN CENTERS.

	Bus.
Chicago	46,990,000
Minneapolis	40,285,000
Duluth-Superior	33,325,000
Buffalo	18,000,000
Kansas City	18,000,000
Milwaukee	14,660,000
New York	13,005,000
St. Louis	9,739,000
Omaha	7,270,000
New Orleans	4,700,000
Baltimore	5,500,000
Toledo	4,405,000
Galveston	4,250,000
Philadelphia	3,580,000
Fort Worth	3,375,000
Portland, Me.	3,500,000
Detroit	3,180,000
Newport News	2,750,000
Peoria	2,250,000
Nashville	2,175,000
Indianapolis	2,000,000
Cleveland	1,430,000
Cincinnati	1,907,000
Louisville	1,900,000
Cairo	1,750,000
Boston	1,700,000
St. Joseph	1,200,000
Denver	1,010,000
Memphis	930,000
Pittsburgh	470,000
Wichita	400,000
Richmond	100,000
Total bushels	256,436,000

Canada, which has a short crop of both oats and wheat, is much better equipped to store its crops, because many large grain storehouses have been erected during recent years at various points along the way

from the farm to the seaboard, in fact, with the new storage now under construction, Canada has about eighty million bushels of bulk storage.

The carrying charges on grain during recent years has not been sufficient to encourage private capital to seek investment in grain storehouses, and the railroads have hesitated to provide such storage, because decisions have been rendered which seem to limit the carriers to the furnishing of transportation, notwithstanding their charters and many of the state laws require them to furnish depot facilities for both passenger and freight. Inasmuch as all railroads east of the Rocky Mountains now accept grain in bulk for transportation, it seems to behoove them to furnish depot facilities for these shipments at their terminals. It will cost them more not to furnish such facilities than to do so, because their direct losses as the result of congestion and delay, due directly to a lack of ample bulk storage at terminals, will always be more than the cost of the storage.

This condition is sure to make storage room at country points more valuable than ever before, because country elevator men who have room to spare will be able to fill their bins and sell for May delivery at a handsome advance over present prices.

It is frequently predicted that the price of May wheat will reach \$1.50. If hostilities continue that long the price will be above that figure. The elevator men of the wheat districts who now give free storage might just as well give away gold coin.

ONCE AGAIN the so-called Equity Co-Operative Exchange of Minneapolis is under investigation. It seems that the Exchange recently issued a statement to the effect that it had no liabilities, and it later developed that at that time it was indebted to the Skandinavian-American Bank of Minneapolis to the amount of \$35,000. It seems somewhat ridiculous for the promoters of the Exchange to claim that it is a good investment, when the \$24,000 already paid in for stock, as well as the money borrowed, has been dissipated. It has been shown repeatedly that the Exchange was selling grain consigned to it at less than the current market price prevailing in Minneapolis, yet shippers continue to favor it with the opportunity of sacrificing their property, in order that the Exchange may get a commission for itself. This is surely loyalty with a big "L." The wonder is that the stockholders and patrons of the Equity Exchange have not long since investigated its methods and shown it up to the public.

BS/L REQUIRE much more careful preparation than is now customary with the average country shipper. Under no conditions should an altered bill be used, and all bills should be filled in with ink and signed in ink by the railroad station agent. The initials and number should be entered carefully and correctly. By so doing shippers will oftentimes facilitate the prompt delivery of their grain, prevent expensive errors and insure prompter settlement by the consignee.

Our Grain Exports.

Notwithstanding our export grain trade has been temporarily suspended, owing to the European war, still no sane individual can believe that our surplus will be permitted to rot, while the Europeans are in need of food. The United States has the largest crop of wheat ever grown, and it will also be called upon for other foodstuffs, so that the prices for all grains are sure to rule higher.

As soon as our exporters have adjusted their shipping arrangements to the new conditions, the great navies of Great Britain, France and Russia are sure to keep the German warships busy enough, without making any effort to confiscate grain shipments, and even though they do capture a few shipments on the Atlantic Ocean, they would not have one chance in a hundred of getting the cargo to their beloved Fatherland.

Great Britain and France are now both free to our grain, and are sure to be large buyers. England is reported to have assured safe passage for all grain laden vessels across the Atlantic, and it is claimed by British importers that the cost of exchange between Great Britain and the United States will soon assume normal figures. The minute the risks of shipment and foreign exchange are provided for, our grain is sure to go forward in a steady stream to Great Britain, Belgium and France.

The North American Grain Exporters' Ass'n has appointed a committee to take such measures as may be necessary to protect the interests of grain shippers in all matters affected by the present war. Great Britain has captured several grain cargoes destined for Germany, but will not be likely to have the opportunity to capture any more, as exporters will not take the chance of delivering American grain to the comparatively inaccessible ports of Germany. All of the contending nations will no doubt make every effort to reduce the food supply of their antagonists, but France, Belgium and Great Britain have so many ports of easy access that it will be a comparatively easy matter to get grain to any of these countries.

A CAR of wheat containing 2,066 bus. was unloaded at a Chicago elevator Aug. 8.

THERE is a marked difference between the corn situation this year and last which must not be lost sight of. Last year the heat and hot winds killed the tassel, and no corn was possible no matter how much rain had come afterward. This year the damage is wholly from drouth and the stalks have ears, small, it is true, and poorly filled, but rain at any time before final maturity will improve the filling. The difference is that this year rain at any time will make some corn everywhere, while last year in the burned belt no weather would have made any corn after Aug. 5.—B. W. Snow.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Can Surety Company Be Compelled to Give Reasons for Refusing Bond?

Grain Dealers Journal: I bought grain in an elevator last year and this spring the company told me that my bond did not go thru. So I wrote to the bonding company about this and received a letter stating that it was impossible for them to tell me why my bond did not go thru.

Does the bonding company have to tell me why my bond did not go thru?—John Smith.

Where to Obtain Good Mutual Insurance?

Grain Dealers Journal: Will the Journal please advise us who is the proper party with whom we can take up the matter of insurance on our warehouse and elevator at Meridian? We want to get into touch with some mutual insurance company.—Meridian Grain & Elevator Co., Meridian, Miss.

Ans.: The names of all the leading grain and mill mutual insurance companies are found in the advertisements on page 249 of this number of the Journal.

Best Plan for Potato House?

Grain Dealers Journal: We are about to build potato storage to handle potatoes from the farmer into warehouse and from warehouse into cars and wish to have the house designed to economize labor in handling. Where can we go to inspect good examples of the best potato warehouses?—Upham & Russell Co., Shawano, Wis.

Ans.: We have not yet found any style of construction that was perfectly satisfactory for handling potatoes.

About the best potato handling houses in Wisconsin are to be seen at Waupaca, and at Stevens Point, there being several houses at each place with good sorting and conveying machinery for handling from wagon to warehouse and warehouse to car. One of the firms at Waupaca is A. M. Penny Co. and at Stevens Point Joseph Okray.—L. Starks Co., Chicago.

How to Start in Grain Brokerage?

Grain Dealers Journal: I have for some time been thinking that I would like to conduct an office for buying grain, I would like to locate in Hastings, Neb., and secure the agency for a good grain firm in each of the big grain markets, such as Kansas City, Omaha, Chicago and Minneapolis, but I do not know how to go about it. What are the requirements? I am at present running an elevator for the Lincoln Grain Co.—A. G. Johnston, Deweese, Neb.

Ans.: If you have had no experience in conducting a brokerage office, then we would surely advise you not to engage in such a business on your own account until you have had several years' experience working in the office of some other broker so that you can learn something regarding the business and know how to handle the various snarls and differences which are sure to arise.

Neutral Grain in Belligerent Bottoms?

Grain Dealers Journal: If an English vessel carrying grain leaves a United States port for England and is accompanied by a United States warship, can the latter protect the English vessel when the two are discovered on the high seas by a German cruiser? Can the United States warship protect the grain and boat if it is in a United States vessel and destined to England?—A. M. Thompson.

Ans.: No; the fact that the destination in both cases is a belligerent power makes the grain contraband of war and subject to seizure. Sec'y of State Bryan has announced that a cargo of neutral grain in transit between two neutral countries is subject to diversion if captured in a belligerent bottom.

Pertinent Questions.

Grain Dealers Journal: If buying grain shippers track at country points were abolished and all trading were confined to the halls of the grain exchanges would the prices there prevailing come nearer to representing the true market value of grain than the cash markets do today?

Would the country shipper who grades and cleans his grain obtain a higher average price for his shipments than at present?

Would the owner of grain find it necessary always to protect himself against market changes by hedging in the pits?

Would a return to selling on the exchange all grain for account of the shipper prove a more economical method of marketing grain?—M. M. Larson.

Seeking a Market for Peruvian Corn.

Grain Dealers Journal: I would be obliged if you could supply the following information, upon the subject of importation to this country of Maize. I might say that Peru has been a producer of all kinds of grain, from the earliest times, and especially of Maize.

I have noticed that shipments of this grain have recently been sent here from the Argentine Republic, and this fact having been communicated by me to the growers in Peru, has awakened considerable interest there, and I have been requested to furnish certain data so as to enable them successfully to send their produce to the United States. I am tabulating a list of questions which I hope you may be able to answer:

1st. What variety of the Maize grown in this country has the largest consumption?

2nd. The kind of container in which foreign grain, especially Argentine maize, comes packed and weight of the whole package?

3rd. Whether foreign grain loses weight in transit and in that case whether you can give the cause of such loss?

4th. What steamship companies carry this grain from Argentina, the freight it pays to New Orleans and whether it is allowed free entry?

5th. Whether the consumption of foreign grain is steady or only periodical, due to shortage in home crops?

Any additional data which you may possess on the subject and which you may consider of interest to me shall be received with much appreciation. Anticipating my thanks and apologies for troubling you, I am, Dear Sirs, Yours very truly, Eduardo Higginson, Consul General of Peru, New York City.

Decision Against Natural Shrinkage.

Grain Dealers Journal: Some few months ago the Journal published an article giving a decision of a federal court, holding that the arbitrary deduction of $\frac{1}{8}$ and $\frac{1}{4}$ per bushel natural shrinkage was illegal.

In what issue of the Journal was this published and what is the court record?—Stowers Grain Co., Fort Worth, Tex.

Ans.: The natural shrinkage deduction is $\frac{1}{8}$ or $\frac{1}{4}$ of one per cent on the total amount of the shipment, and not only on the shortage.

The question has not yet been before any federal court, other than the Nebraska District Court, which is one of the lower courts; and this decision, knocking out natural shrinkage, was published in the *Grain Dealers Journal* Mar. 10, 1914, page 397.

What Can the Corn Miller Do?

Grain Dealers Journal: What is to be done when the elevator men hold corn, putting the price so high that the manufacturer can not buy it and keep his mill running because he can not sell the meal at a high enough price to make it pay. Corn is from 93 $\frac{1}{2}$ c to 95c per bushel, while wheat is only 77c. If our government allows such business, this is not a free country. People cannot afford to pay the price. Could we buy corn at Chicago at the price it brings when shipped there? If not what is to be done. I am a corn meal miller.—S. C. Brinser, Middletown, Pa.

Ans.: Corn can be bought on the Chicago Board of Trade at the same price the shipper realizes, less commission. The buyer must pay the freight from Chicago east. Car lots of corn at Chicago are selling at 83 to 85 cents. The supply and demand are in control of the price.

Conference of Grain Exporters and Bankers Called by Treasury.

Sec'y of the Treasury McAdoo on Aug. 7 called a conference to be held at Washington Aug. 14 of representatives of leading shipping interests and foreign exchange bankers, declaring that:

It is of vital importance to the country that two things be done as quickly as possible:

First, provide sufficient ships to move our grain and cotton crops to European markets, and

Second, restore thru the bankers the market for foreign bills of exchange.

Grain is a very pressing problem at the moment, because the crops have been largely harvested and the movement is already well under way. The cotton movement is not so advanced and will not be for a few weeks. It is my purpose to invite a conference on the subject of cotton to be held at an early date, of which an announcement will be made later. These are important questions for the American people, and every possible effort will be made by the administration to co-operate in the movement of these great crops.

PARIS, France, Aug. 10.—The government today bought all the wheat contracted for with American grain exporters for delivery until Aug. 15 at 24 francs per 100 kilos and for delivery between Aug. 15 and Aug. 31 at 23 $\frac{1}{2}$ francs. The government will be represented in this transaction by the Corbeil Mills, who will deal with the American exporters direct.

Markets for Grain on Track.

Markets for grain everywhere during the past two weeks have been going thru a process of readjustment from the conditions of peace to those of war. More sensitive than any other commodity to war's alarms, wheat was prompt to reflect in its price movement the growing tension in the political relations of the nations of Continental Europe. Even before the declaration of war the price of September wheat at Chicago advanced steadily for ten days and on July 28 leaped 9 cents per bushel, the 20-cent advance culminating two days later when war became common knowledge.

Exporters reselling on account of interruption to their foreign outlets caused a decline of 12 cents per bushel during the following three days, the drop in cash wheat being helped by tightness in the money market.

Issuance of emergency currency to meet all demands and partial guarantees of insurance on floating grain by the European powers have stimulated the market to higher levels than before, investors now taking May wheat confidently at \$1.10 per bushel, believing that the markets must rise steadily to unprecedented heights until the balloon is punctured by a declaration of peace.

Arrivals of wheat on track at Chicago during the past two weeks have been the heaviest on record; but the receipts were so well taken that No. 2 red commanded 1½ cents and No. 2 hard 2 cents over September, exporters taking 2,000,000 bus. July 23 and 2,000,000 bus. July 24. These premiums gained until July 27 when track wheat sold at 2 to 2½ cents over September; on July 29 the premium dropped to but ½ cent over September, on exporters practically retiring from the market, and by Aug. 6 the cash wheat had dropped to 2 cents under September on reselling for want of an export outlet.

Shipments from the seaboard last week were only 3,546,000 bus., against 4,968,000 bus. of wheat a year ago. The receipts at 11 primary markets were heavier than a year ago, being 14,218,000 bus., against 12,068,000 bus., indicating a clogging up of interior points. This is confirmed by the visible supply figures showing 34,324,000 on Aug. 10 against 29,744,000 bus. Aug. 3, an increase of over 5,000,000 bus.

Track wheat now is selling closer to the September delivery, at about one cent under, and is in strong demand by millers to meet heavy sales of flour at top prices for both domestic and foreign account. With the prices fluctuating three to four cents daily buyers in the country must protect themselves by purchasing at a sufficient discount, as business cannot be transacted safely on a small margin of profit.

I COULDN'T DO without the Journal.
—I. R. Blake, Basil, Kan.

GROWING crops and plants by electricity shows that some respond to the treatment better than others according to experiments by Miss E. C. Dudgeon. Potatoes produced more heavily and wheat showed a distinctly increasing output. With leguminous plants the results were adverse and a curious point is that with these plants grown in rotation an opposite effect upon the soil to cereals is noted. Germination in wheat, oats, barley, peas, and French beans took place from 5 to 20 days sooner in experiments where the mercury lamp was used in the greenhouse.

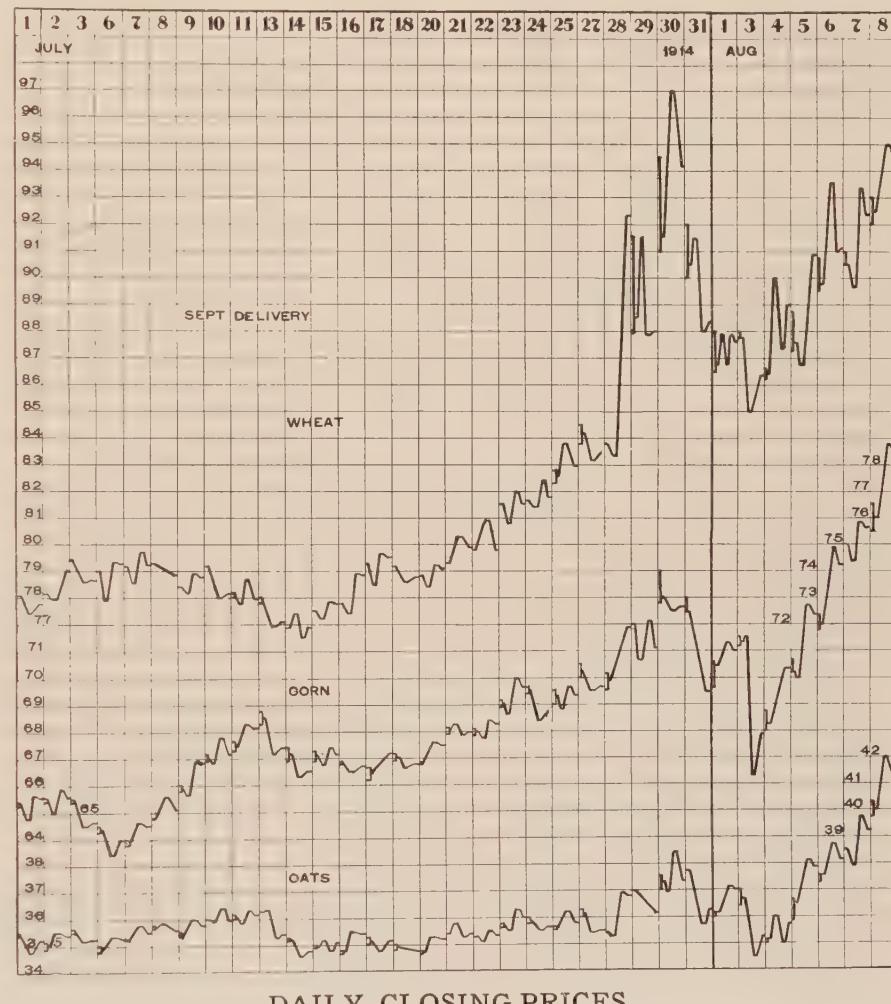
GRAIN EMBARGOES have been imposed on shipments to Galveston by all the principal carriers owing to the traffic conditions resulting from the suspension of transatlantic shipping. The congestion of the handling facilities is practically complete, few of the elevators having any space left for the storing of grain. One of the principal roads into the city already has about 3,000 cars of grain on the tracks in the city which can not be unloaded. The other roads while not having so much grain are unable to unload a part of their shipments. According to those intimate with the situation this condition will probably not be relieved until the ocean traffic is opened again. The first embargo to be placed was that by the Santa Fe Ry. during the latter part of July owing to the rush of grain to the seaport. It was later extended till Aug. 7 and on the 7th was

extended indefinitely. The Santa Fe road took its action first because of the heavier grain movement over its lines. The embargoes will be lifted as soon as conditions warrant.

THE EXPLOSIVE qualities of mill dust will be explained and outlined in a report soon to be issued by D. J. Price, government expert. Mr. Price has been studying the subject extensively. His report will be issued as a bulletin of the Bureau of Mines, Department of the Interior.

Chicago Futures

Opening high, low and closing quotations on wheat, corn and oats for September delivery during July and a part of August are given on the chart herewith:



The closing prices of wheat and corn for September delivery at the following markets for the past two weeks have been as follows:

SEPTEMBER WHEAT.

	July 25	July 27	July 28	July 29	July 30	July 31	Aug. 1	Aug. 3	Aug. 5	Aug. 6	Aug. 7	Aug. 8
Chicago	82½	83½	92½	88	94½	88½	87½	86½	89	90½	91½	94½
Minneapolis	85½	85½	93½	89½	95½	90½	90½	89½	91½	95½	98	100½
Duluth	87½	87½	91½	91½	97½	92½	91½	91½	94½	97½	99½	103
St. Louis	82½	82½	90½	88	93½	87½	85½	85½	... 89½	90½	91½	94½
Kansas City	76½	77	86½	82	88½	81½	81½	80½	... 85	84½	86	88½
Milwaukee	83	83½	92½	88½	94	88½	87½	86½	88½	90½	... 92½	94½
Toledo	86½	87	95½	91½	97½	92	91	94	97	99½	95	96½
Baltimore	87½	88½	90½	90½	95½	88½	88	85½	88	89½	91	91½
*Winnipeg	86½	87½	94½	92	98½	94½	94½	96½	96½	105	106½	110
†Liverpool	101½	102½	103½	107½	114	117½	114½	... 114½	... 114½	... 114½	... 114½	... 114½
†Budapest	154½	...	...	...	...	...	...	...	...	...	...	...

SEPTEMBER CORN.

Chicago	69½	69½	71½	71	72½	69½	71	67½	70½	72½	74½	75½	78½
Kansas City	68½	68½	70½	70	70½	68½	71½	69½	... 72	74½	75½	76½	79½
St. Louis	70½	70½	73½	72½	74½	71½	73½	72	... 76½	78½	79	82½	...
Liverpool	75½	75½	75½	77½	81½	82½	80½	... 81½	... 81½	... 81½	... 81½	... 81½	...

*October delivery. †Budapest closed July 27, Liverpool Aug. 1, October delivery.

The GRAIN DEALERS JOURNAL.

The War and Our Export Grain Trade.

LIVERPOOL'S market was closed from Aug. 4 to 6.

DENMARK prohibited the exportation of foodstuffs Aug. 5.

EXPORTS of foodstuffs from British South Africa have been prohibited.

EXPORTING of grain has been prohibited by Russia according to a wire from Lloyd's agent at Odessa on Aug. 6.

EXCHANGE at reasonable rates on wheat shipments was refused by the foreign banks to shippers at New Orleans recently.

STEAMER Etonian cleared from Boston Aug. 8 with 160,000 bus. wheat for Antwerp, Belgium, sailing under the British flag.

THE GERMAN vessel Willehad laden with grain and flour raced down the St. Lawrence river on Aug. 2 to escape arrest.

PARIS BOURSE has decided not to post quotations on spot and future wheat. The market after July 28 was permanently fixed at 27.90 for wheat.

SALES of grain made from this country under what is known as the London contract are automatically cancelled and become void in case of war.

HEAVY WHEAT buying by Japan at 10 cents advance is reported from Portland, Oregon. Buyers are asking 90 days instead of 30 and 60 as usual.

THE PARIS bourse is kept open both for cash and for account business despite the war situation. Most of the business transacted, however, is for cash.

TRADING in flaxseed futures has been discontinued at Duluth. The market dropped 20c on Aug. 3. On the same day the Winnipeg flaxseed market was in a panic.

ORDERS were received at Montreal not to have any ships sail until Aug. 7. This was taken to mean that a naval escort would be provided by the British government.

THE HARVEST thruout the British Isles may be taken over by the government according to Chancellor of the Exchequer Lloyd-George in an announcement made Aug. 6.

THE FINANCIAL and general condition of business in Liverpool is improving daily. We expect conditions will be normal again soon.—Shipton, Anderson & Co., grain importers.

THE LIVERPOOL Corn Exchange will remain closed until normal conditions prevail according to advices received Aug. 6. A previous notice closed the market temporarily.

VESSEL traffic on the St. Lawrence River east of Montreal will be stopped according to late reports from that place. It is rumored that the dominion government will plant mines in the river bed.

GRAIN elevators at Baltimore, Montreal, and Philadelphia are filled according to reports from those places. However, exporters are hopeful of being able to load ships within the next few days.

THE LIVERPOOL Corn Exchange clearing house was closed to new business Aug. 1, the old business will be margined on the closing of that day. The war situation has demoralized trading, Australian cargoes of wheat which were insured for 35 shillings being quoted at 45 shillings on Aug. 3.

DECEMBER wheat was selling privately in Liverpool at 122½c on Aug. 6 according to a report received from Broomhall.

BELGIAN wheat has been cornered by the government. An offer was recently sent from Brussels to Antwerp for the entire wheat supply in that port and seizure threatened in case it was not accepted.

THE ARGENTINE government declared a holiday on Aug. 4 to extend for a week because of the foreign political situation. During the time no quotations were received from either Buenos Ayres or Rosario.

SPECIE payments have not yet been suspended by the British government. It was announced Aug. 5 by the Chancellor of the Exchequer, Lloyd-George, that the Bank of England rate would be reduced to 5 per cent.

FOUR large coaling vessels will be placed at the disposal of the merchants and shippers of the country within a few days for the export of wheat and cotton to Europe. This promise was made Aug. 7 by Sec'y of the Navy Daniels.

WAR RISKS will be covered by the Belgian government, according to assurances of Pierre Mali, Belgian consul in New York. Mr. Mali received Aug. 8 instructions from his government to inform American exporters to this effect.

A STEAMER was chartered at Baltimore during the last week of July to load wheat for two ports in Austria with the option of going to Sulina. Sulina has long been one of the large exporting points for the Russian wheat fields.

TRANSATLANTIC shipments were stopped Aug. 5 upon the issuance of notices by the steamship companies to that effect. As a result carriers have notified shippers that they will issue no more foreign Bs/1 until further notice.

THE STEAMER Venezia of the Fabre line cleared from New York Aug. 9 for Montreal. The vessel went out in ballast and, it is thought, to take a cargo of Canadian grain for France. Her destination is usually direct New York to Marseilles.

CALCUTTA jute offerings for August delivery have been withdrawn from the market owing to the present European war. Holders of jute are of the opinion that shipments via the Suez Canal will be held up by the war and the trade practically paralyzed.

THE big terminal elevators of Fort William, Ont., are being guarded by the Canadian government. It is feared that German agents might blow up the elevators in an attempt to hamper shipping. The guard was placed upon receipt of instructions from Ottawa.

WHEAT exporters resold 1,500,000 bus. of wheat on the Chicago market Aug. 6 at 3@3½c under September because they have been unable to make satisfactory arrangements for shipping to Europe. With the tight money situation they were unable to carry it.

WAR RISKS for buyers' account on open contracts for wheat for shipment to Great Britain will be guaranteed by the British government according to wire advices received Aug. 4. The news had a favorable effect upon trading. A sharp advance in prices was the result. It is expected that the Belgian government will take the same step. Later advices are that some difficulties must be overcome before the guaranty can be made effective.

BILLS OF EXCHANGE on grain cargoes loaded or in the process of loading at American ports will be taken up by the Sec'y of Treas. if the appeal made by the St. Louis Merchants' Exchange is granted. The Merchants' Exchange wired Sec'y McAdoo Aug. 5 with a view to facilitating the export of grain.

FOODSTUFFS will be declared non-contraband if the appeal made to Pres. Wilson by the Chicago Board of Trade in an endeavor to have France, England and Germany make such a declaration is heeded. The Board of Trade also asked Sec'y of the Treas. McAdoo to issue or guarantee from \$25,000,000 to \$40,000,000 foreign exchange.

INSURANCE rates with a demand for insurance against war risks have steadily increased for tramp steamers since the outbreak of the European trouble. On July 30 the rate amounted to ½c per bushel, which would mean about \$625 per load for the ordinary boat. The rate has been going up since and was last quoted at 2½ per cent.

WAR RISKS on shipments will not be assumed by Minneapolis millers. This decision was reached at a meeting of 20 representative millers at Minneapolis recently. They wired foreign buyers as follows: "Referring contracts.....Can ship only on assumption of war risk and deposit in America of funds or with European banks satisfactory to American bankers buying documents."

EMBARGO notices on all freight destined to Europe have been sent to the railroads of this country by the Hamburg-American Steamship Company. In sending out the notices the steamship company explained that existing contracts for space would not be fulfilled and that shipments would be held up indefinitely. English companies gave notice that contracts would be carried out, but that no more freight would be accepted.

A GRAIN shipment of 32,000 bus. destined for Hamburg, Germany, was paid for in advance with American gold despite the risk in its shipment due to the war. The shipment was held by Simonds-Shields Grain Co., Kansas City, ready for export prior to the outbreak of war. Upon receipt of the war news the firm wired the prospective Hamburg buyers that the grain would not be sent unless paid for in advance. The reply guaranteeing the payment was very prompt.

THE FINANCING of wheat shipments to New York was taken up by a com'ite of the Produce Exchange Aug. 5. The big problem according to W. H. Kemp, chairman of the com'ite, is to help the shipments already on the way. Shippers need the help in view of the fact that banks are unwilling to discount bills while there is so much danger of the export shipments being captured. Another com'ite was organized to restore the export trade as soon as possible.

A WHEAT FAMINE in Great Britain can not occur under any conceivable circumstances if the assurances made by the government officials are trustworthy. Announcements were recently made that with the amount on hand in the country and the wheat being harvested there was an ample supply for four months. It was also asserted that many ships loaded with wheat were on their way to England and most of them were near the shores. The report as to the supply of meat and other foodstuffs was as assuring.

GRAIN EXPORT shipments must be made with war risks at the buyers' expense according to Pres. Jackson of the American Export Grain Ass'n. Mr. Jackson wired all the exporters in the country to advise Sec'y Marshall of their adherence to this requirement recently. A clause to this effect will probably be inserted in all of the shipping contracts hereafter.

IT IS impossible to sell anything here as dealers will not buy, but are waiting for the developments of the foreign markets. Boats which were loading for foreign countries were ordered to stop and one which had partially loaded was ordered to unload. In some instances boats which had started for our port were wired to return to the nearest port.—G. A. Hax & Co., Baltimore, Md.

THE exportation of oats has been prohibited by the Canadian government according to rumors received from Winnipeg. America is the only country where oats can be secured and the British government is buying them heavily. It bot 750,000 bus. on Aug. 7 and chartered boats to ship the purchase to Kingston. In the past two days the price of oats has gone up 6c. The Canadian oat crop is reported 40 per cent short of last year. Rumor has it that Canada will take off wheat import duty.

GRAIN and all other shipments were stopped at Montreal on the evening of Aug. 3, when the port was closed. A tug

fleet began patrolling the port and 200 men were sworn in to guard the wharves. Grain valued at \$5,000,000 now in the elevators was placed under special guard. The harbor soon showed signs of congestion. Numerous tramp steamers were in port awaiting grain cargoes, but were unable to leave. All landsmen were excluded from the wharves and the sailors aboard could go ashore only under escort.

CHICAGO Board of Trade officials on Aug. 5 wired W. G. McAdoo, sec'y of the Treasury the following resolution: Resolved, that the honorable Sec'y of the Treas. be requested to adopt such means and methods, which he may deem proper, as will result in the United States government, thru the Treasury Department, taking up the bills of exchange on grain cargoes, which are now loaded or in process of loading at United States ports. This is a matter of vital importance to the merchants of this country and immediate relief is necessary.

THE MARKET for wheat has been the most exciting experienced in years and brought about by the European complications. When it was found that because of them it became impossible to export wheat from this country, the market sold off rapidly and at present there is practically no market for it. Exporters cannot sell foreign exchange, nor obtain "war risks" against shipments, and business will be at a standstill until bankers

are able to make the necessary arrangements to do business and insurance is obtainable.—L. W. Forbell & Co.

THE SITUATION at the seaboard is showing improvement, for exporters are regaining their courage and from the news drifting to us from that section it looks as tho the vessels will soon clear with wheat for Europe. The first vessels will probably clear from Montreal, according to reports. We strongly favor consignments, for we candidly believe that with the clearing up of this late financial and European situation wheat will sell at good premium over the September and will be in urgent demand again from exporters.—C. H. Thayer & Co.

LAKE VESSELS will not be available for use on the ocean in the case a move is taken by the government to use them according to Elwyn W. Seymour and H. W. Thorp, both authorities on lake conditions. Mr. Seymour says that the Welland Canal will not admit vessels that would be fit for oceanic use and that even if it did the vessels would need to be overhauled and fitted out with seawater condensers which would require about 30 days. Mr. Thorp say that the big lake freighters would need to be cut in two to take them out to the ocean besides being overhauled afterward. He says they are built for a special purpose on the lake and are not fit for the ocean.

THE AMERICAN Export Grain Ass'n, after a conference held at New York, Aug. 1, cabled the corn trade ass'ns of Liverpool and London that: At a special meeting of members held this day, it was unanimously agreed that our ass'n is anxious to act in the most friendly manner in these extraordinary times. In order to carry out contracts you must either instruct to cover war risks, as obtainable, for buyers' account or give satisfactory bankers' credit abroad or New York funds. Continental buyers in London contracts have instructed sellers to cover war risk for buyers' account. Bankers absolutely refuse to negotiate grain bills unless war risk insurance is attached.—F. E. Marshall.

FOODSTUFFS can not now be exported from France as the result of an order issued by the Minister of Finance July 31. The notice follows: "The rise in the price of wheat in all the markets of the world, the probabilities that the harvests of France will be below the average, and the prospect of seeing this commodity go into hiding as gold does on the eve of grave eventualities, have caused the government to prohibit the exports of grains and farinaceous foods of all kinds. This measure was taken by Belgium and Germany today, and is supplemented by the prohibition of the export of various products which are considered contraband of war." Another important decree signed at the same time was the abolishing of duties on the importation of farinaceous products. The duty on wheat was 36½ cents per bushel.

EMBARGO NOTICES sent out by the principal ocean steamship lines have caused the railroads of this country to instruct shippers not to forward freight for export. The carriers will accept the shipments, but do so at the owner's risk. In some instances export shipments are taken and if refused are held at the seaport at the owner's risk until notification of change of destination. It was reported that the B. & O. and I. C. Rys. had imposed embargoes on shipments to Balti-



The Recruit Most Needed by Warring Europe.
—From the Minneapolis Journal.

more and New Orleans, but the report was later denied by officials of both roads. Reports show, however, that large quantities of grain and cotton are tied up at southern ports with few vessels on hand which condition may cause action to be taken by carriers. The T. & P. Ry. is said to have imposed an embargo on wheat and other commodities for export thru the port of New Orleans. A similar order is in effect by the Santa Fe Ry. against Galveston.

GRAIN congestion at the various seabards is fast becoming a problem. Embargoes are in effect at Galveston and New Orleans already. A move is on foot to have the exporters ship the grain back to the interior points, store it, get the money on their storage receipts, and buy more grain. The greatest difficulty to this move will be lack of storage capacity. The grain movement in the southwest has not fairly begun yet. On Aug. 3 a meeting of representatives of the Flour Millers' Ass'n of Missouri, Kansas, Nebraska, Oklahoma and Texas was held. It was called to decide what course would be pursued in making shipments of grain and flour to Europe. A com'te headed by L. E. Moses cabled all foreign connections of the organization that no shipments will be made until cash therefor is deposited in New York. Foreign agents also were notified that no paper will be accepted for shipments, either in Europe or the United States.

WHEAT CONTRACTS made in Chicago for approximately 12,000,000 bus. by eastern exporters to be shipped to Europe during August are now being canceled in every instance possible owing to the suspension of trans-Atlantic trade. The buyers had in nearly every instance contracted the wheat to European concerns who recently canceled the orders. They are now confronted with the expense of storing it or paying while waiting for sale. On the other hand Chicago firms cannot afford to hold it. "We have had many queries from the East and from Europe asking that contracts be canceled, but the only thing we can do is to ask the buyer to show us how we can dispose of the wheat," said Joseph Rosenbaum. "Practically all the larger grain companies doing an export business have agreed that the only thing they can do when requests are made for the cancellation of contracts is to tell their customers that they must produce a buyer with cash. Of course, if they had such a buyer in sight they would sell themselves instead of bothering us. I am afraid that any agreement to cancel the contracts would cost the Easterner so much that he would decide to hold the grain."

THE GRAIN exporting situation as a result of the European war gave rise to the following telegram to Sec'y of State W. J. Bryan by D. F. Piazzek in behalf of the Kansas City Board of Trade Aug. 1: In view of the fact that the buying of grain has been greatly curtailed and the various ports are being congested with wheat by reason of the fact that the exporters of grain are fearful of the war situation and do not consider it safe to load grain ships or forward any grain for export by reason of the uncertainty as to the position the foreign powers may take as to whether or not grain will or will not be considered contraband of war, we believe that the United States Government should now approach the powers who may become involved in war to the end that a declaration may be obtained by the pow-

ers to the effect that grain may proceed in neutral vessels without molestation to destination, whatever same may be. Further, that grain shipped for export should remain safe from seizure even if shipped in a vessel belonging to one or the other of the powers that may be at war, whatever its destination. Further, that ships which have sailed or are being loaded for export before a possible declaration of war should be respected in any case for whatever port they may be destined or to whatever flag they may belong. We earnestly trust that the State Department will take some action in reference to this matter, as the uncertainty of the position which the powers may take regarding grain and food stuffs is paralyzing the grain business of the West and is causing an acute financial situation.

Grain Exporting Dependent on Naval Supremacy.

The exporting of grain from the United States and Canada will be practically stopped until the naval supremacy of the contending European belligerents is settled. The bulk of the grain exportations is made from Montreal because of a more favorable rate than from the United States, there being 55,000,000 bus. shipped between May 1 and July 19. At present there are about 80 tramp steamers in this one port unable to leave for Europe. These boats are for the most part under the Danish and Norse flags and are neutral, but are nevertheless subject to seizure because their cargoes are classed as conditional contraband. On cargoes of this nature, according to the conference of London in 1909, seizure is liable when the vessels are bound for nations engaged in war, the ship being judged a prize when more than half of its cargo is contraband.

The use of lake vessels on the ocean is impracticable, which fact makes the naval supremacy an absolute necessity in order to insure the safe transportation of American grain in any vessel.—Captain Denis Sullivan.

Grain Is Contraband.

U. S. Ambassador Page at London, Aug. 6, cabled the Department of State that Great Britain's proclamation of contraband of war included food for man or beast, clothing, money and fuel as conditional contraband.

Grain and foodstuffs therefore will be subject to seizure in transit on ships when destined to a country at war against Great Britain. The German definition of contraband probably will be no less drastic.

Sec'y Redfield, of the Department of Commerce, after a conference Aug. 6 with Sec'y of State Bryan, said: The last thing we need worry about is getting our crops abroad. Europe must have our wheat or starve. Will she starve or will she provide means of transportation? It's up to the other fellow to provide ships. Grain may be tied up for a few weeks, but not permanently. Just as soon as the question of supremacy of the seas is settled, commerce will be resumed. Have you noticed the policy of Great Britain and France as reflected in their naval orders?—it is to obtain control of the sea at once. If England sweeps the seas all English merchant ships will resume their transportation of our crops. If Germany is successful, her ships will carry the grain. England, of course, is our biggest customer. She is already insuring merchant ships up to 80 per cent of their value, and I think we may look to similar steps in that direction.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Wabash 65567 passed thru Sibley, Ill., Aug. 6, toward Chicago, leaking oats at end.—Shearer & Miller.

A. T. 7987 passed thru Partridge, Kan., Aug. 5, leaking wheat at end. Trainmen said would be repaired at Hutchinson, Kan.—Joe Clark.

G. C. & S. F. 4887 leaking wheat over drawbar and

A. T. & S. F. 22496 leaking wheat over drawbar and

A. T. & S. F. 23634 leaking wheat at end and

A. T. & S. F. 19021 leaking wheat at doorpost, passed thru Kiowa, Kan., Aug. 5.—W. Dainton & Son.

C. R. I. & M. 350217 passed thru Brenham (Greensburg p. o.), Kan., Aug. 3, leaking at end.—S. L. Gamble, mgr. Brenham Merc. Co.

Wabash 66284 was set out by Extra 2456 at Colburn, Ind., Aug. 1. Drawbar and both draft timbers were torn out. Car is sealed with Wabash seals No. 979470 and 979472. Car is loaded with white oats, but is not leaking.—W. F. Noble.

M. K. & T. 12838 was set out at Pleasant Green, Mo., July 31, leaking wheat at corner and side. The R. R. Co. will repair before forwarding.—S. L. Rissler.

C. I. & L. 2181 (Monon), eastbound on C. H. & D. Ry. was set off at New Palestine, Ill., July 31, leaking wheat at sides and ends.—J. W. Waltz & Co.

C. & A. 36833 passed thru Bloomington, Ill., July 31, leaking wheat thru bottom of car. If this car was enroute to Chicago there will undoubtedly be a heavy loss on same.—Harry E. Surface, sec'y B. S. Constant Mfg. Co.

M. K. & T. 75234 passed thru Vici, Okla., July 30, leaking wheat at corner. Train was moving so could not repair.—H. W. Garlock, pres. Farmers Grain & Sply. Co.

I. & G. N. 4316 passed thru Stamford, Tex., eastbound July 30, leaking grain badly at side and grain doors.—J. Van Steenwyk.

A. T. & S. F. 34306 passed thru Norman, Okla., July 30, leaking wheat at several places. Side of car was rotten along sill and was in bad shape.—S. G. Ambrister.

L. & N. 561825 passed thru Bradford, O., July 29, eastbound, leaking wheat at end.—Roe Pugh.

..... 28340 passed thru Dacoma, Okla., on Frisco R. R., eastbound, July 28, leaking badly at corner.—Agt. Randels & Grubb Grain Co.

N. Y. C. & H. R. 57857, passed thru Trent, S. D., July 28, on train No. 195, north bound, leaking barley at sill on both sides account short floor boards.—H. Hendrickson.

C. M. & St. P. 84012 passed thru Trent, S. D., July 28, on train No. 195, northbound, leaking oats at doorpost.—H. Hendrickson.

Nor. Pac. 30187 was set out at Neponset, Ill., July 28, with drawbar and rigging torn loose and leaking wheat badly. Accident happened 6 miles west of here and leaked wheat all way in. End door was open; car looked as tho 100 bus. at least had leaked out where bar was pulled out; also evidence of leaking around grain door.—W. H. Hayes, mgr. Farmers Grain Elvtr. Co.

A. T. 32365 leaking at side doorpost and **A. T.** 34862 leaking at carposts end of car, passed thru Blackwell, Okla., July 27, on same train. No time to repair before train started.—M. L. Funk, agt. P. G. Welge.

M. P. 18644 was leaking at 2 corners as it passed thru Sherdahl, Kan., Aug. 8. Train crew stopped and repaired leaks.—J. W. Berry, Scandia.

S. F. 36202 leaking wheat very badly at end and C., M. & St. P. 59994 also leaking wheat badly at end, passed thru Madill, Okla., southbound, recently.—Marsh Mfg. & Grain Co.

S. F. 34032 was recently found in the yards at Madill, Okla., leaking wheat very badly all the way around.—Marsh Mfg. & Grain Co.

M. K. & T. 74908 in train at Wichita Falls, Tex., was recently noted as leaking badly.—J. C. Hunt Grain Co.

T. & P. 15801 leaking wheat at side door and

C., B. & Q. 41151 leaking wheat at end door, passed thru Cameron, Ill., Aug. 6, on C., B. & Q.

I. C. 38872 passed thru Highview, Ia., Aug. 9, leaking corn; was on thru train which did not stop.—L. O. Eaton, mgr. Farmers Grain Co.

C. R. I. & P. 56853 passed thru Waukomis, Okla., July 27, leaking wheat badly at end. No chance to repair.—Geo. Lovell, agt. El Reno Mill & Elvtr. Co.

A. T. 29064 leaking wheat at end and corner, and

A. T. 29062 leaking wheat at drawbar passed thru Orlando, Okla., July 25, on Santa Fe freight, southbound.—P. J. Meagher.

A. T. 22035 passed thru Blackwell, Okla., July 24, leaking at side of door thru siding. Did not notice leak until train started.—M. L. Funk, agt. R. G. Welge.

L. & N. 2440 leaking wheat very badly from crack in door near king bolt and

N. W. 85394 leaking wheat badly; front end badly broken open and

N. Y. C. H. R. 112111 leaking wheat; car not sealed; doors open. These cars passed thru Scranton, Ia., July 22. First car patched by elvtr. man but all 3 were in bad shape.—W. M. Browning.

C. R. I. & P. 56945 passed thru Grinnell, Ia., July 17, leaking oats with drawbar pulled out and end sill and draft timbers badly damaged. Will probably be transferred.—C. N. Ogden, with Farmers Elvtr. Co.

P. R. R. 56617 passed through Roann, Ind., July 16, eastbound, leaking wheat at side opposite king bolt.—T. J. Lewis & Bros.

St. L. & S. F. 12654, seals 350814 and 350813, loaded with white corn, is on repair track at Freeport, Ill., July 15, leaking badly account defective drawbar. Great quantity corn noted for half-mile or more along track.—H. A. Hillmer Co.

C. & A. 15000 passed thru Odell, Ill., July 13, leaking wheat badly at end under side. Car was pulled behind caboose and drawbar was pulled out.—Gulshen & Gordon.

C. & A. 15000 was set out at Dwight, Ill., July 13, for repairs. Drawbar was pulled out and car was leaking wheat badly.—Boston & McClelland.

St. L. & S. F. 125850 passed thru Lamont, Okla., July 11, westbound, leaking wheat.—Lamont Alfalfa Mfg. Co.

A BAD CASE of oat smut has been found in Kane County, Ill., by J. E. Readhimer, county agent. Mr. Readhimer says that the smut is the result of failure on the part of the farmer to treat his seed in the spring. He advises all the farmers in the county to look out for oat smut.

TRAFFIC in the Welland canal was delayed twenty-four hours at the level of Thorold, in which the steamer Robert R. Rhodes sank on Aug. 6. The Rhodes, loaded with wheat for Montreal, sprang a leak and settled on the bottom near Thorold, between locks 17 and 18. The Rhodes is owned by W. E. Hall & Co. of Montreal.

ABRAHAM LINCOLN CHART.

"I like to see a man proud of the place in which he lives. I like to see a man who lives in it so that his place will be proud of him. Be honest, but hate no one; overturn a man's wrongdoing, but do not overturn him unless it must be done in overturning the wrong. Stand with anybody that stands right. Stand with him while he is right, and part with him when he goes wrong."

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Purse in Car of Corn Recovered.

Grain Dealers Journal: George Bushman delivered shelled corn to us in July, and after we had loaded a car with the corn he reported the loss of his pocketbook, containing \$208 in checks, currency and silver.

We shipped the corn to W. H. Haskell & Co., at Toledo, O., and notified them of the loss. So, on arrival of the car they found the pocketbook and returned it to the owner.—Shearer & Miller, Sibley, Ill.

Elevator Wrecked by Train Crew.

Grain Dealers Journal: Our elevator was pretty badly torn up recently by iron projecting out of a moving freight car.

Material had been unloaded here for an artificial ice plant and a train backed in on the siding to take the car away. A big section of the iron which they were unloading extended out of the car door some distance, and when the train crew pushed that car past our elevator it plowed its way right thru the side next the track, cutting off all the studding on that side.

Fortunately we had no grain in the bins torn off. We have had the elevator repaired and have been doing a good business moving new wheat from the threshers.—W. S. Potts Grain Co., Pawnee City, Neb.

Work for Pomerene Bill.

Grain Dealers Journal: Now that Congress is showing a disposition to pass needed legislation grain dealers should make every effort to help along the Pomerene Bill or Lading Bill.

This bill has passed the Senate and is meeting stronger opposition in the House, where it is likely to remain buried in the com'ite on interstate and foreign commerce, to which it was referred, unless the shippers come to the rescue with urgent appeals to their Representatives in Congress asking them to support the bill and to report it out to the House.

All shippers regardless of political affiliations can unite in promoting the passage of this bill, which has been approved by all commercial organizations and bankers.

In addition to writing their Representatives shippers should address some of the members of the Com'ite on Interstate and Foreign Commerce, who are Wm. C. Adamson, chairman; T. W. Sims, J. H. Covington, Wm. A. Cullup, Frank E. Doremus, J. Henry Goeke, Geo. F. O'Shaunessy, Chas. A. Talcott, D. V. Stephens, R. B. Stevens, A. W. Barkley, Sam

Rayburn, A. J. Montague, P. D. Decker, F. C. Stevens, John J. Esch, J. R. Knowland, E. L. Hamilton, E. W. Martin, Frank B. Willis and A. W. Lafferty.

Do it now.—Fellow Grain Dealer.

Difference Between September and May Price of Wheat Wud Pay for Storage.

Grain Dealers Journal: The wheat situation in Chicago at present is such that any dealer who can avail himself of September prices and make 14c per bushel by delivering in May, could pay for his storage elevator outside of the ground value with this difference. In order to make such a deal, however, it would be necessary to have a good working house and sufficient real estate to hold the additional storage. The serious drawback to the proposition would be the fact that such storage could not now be built so that it could be filled in September. It would take at least 8 to 10 weeks with continuous operation to build such a plant.—Yours very truly, Macdonald Engineering Company, J. A. Macdonald, Chicago.

A Word of Warning to Country Elevator Men.

Members of the Western Grain Dealers Ass'n should act cautiously in contracting or purchasing grain from farmers unless you have ample storage facilities and financial strength to take care of such purchases without the necessity of forwarding same from your stations.

There will probably be no demand by exporters for grain until the foreign war situation has settled down to a condition whereby arrangements can be made that will permit shipments of grain to Liverpool and other foreign markets with safety. In the meantime, all domestic terminal markets will become congested with the wheat that has been sold for export that cannot go forward, because of the existing hazardous conditions of ocean transportation as a result of the foreign war situation.

We have an exportable surplus of about 300 million bushels of wheat on this crop that is rapidly absorbing the storage facilities at terminal markets because of the fact that it cannot be forwarded for export shipment.

The financial problem attending these conditions will require a few days for adjustment by the banking interests of the country, assisted by the United States Treasury Department. The selling of American securities by foreign holders has resulted in the exportation of gold and with no exportation of wheat to bring the gold back to this country, the American bankers have taken action to protect the finances of this country.

We believe that if the farmers will hold their grain back on the farms as much as possible, thus preventing congestion in terminal markets and requiring less funds to carry grain in storage until commercial conditions have become adjusted to the war situation, the result will be better prices for the farmers later and a safer and more profitable business for the grain trade. Very truly yours,

F. D. Milligan,
Wm. K. Neill,
Geo. A. Wells,
Executive Committee.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CALIFORNIA.

San Francisco, Cal., Aug. 5.—Barley crop is undoubtedly largest on record; quality good.—T. C. Friedlander, sec'y Grain Trade Ass'n.

COLORADO.

Pueblo, Colo., July 29.—Colorado has largest crops on record and is reasonably prosperous.—J. F. Spengle, mgr. A. McClelland Merc. I. & R. Co.

Paoli Sta. (Haxtum p.o.), Colo., Aug. 5.—Winter wheat acreage increased 20%; average yield 19 bus.; corn acreage increased 10%; condition 80%; oats acreage increased 20%; yield 25 bus.; rye yield 20 bus.—H. E. Robbins, agt. O. L. Mitten, Grain Co.

ILLINOIS.

Minier, Ill., Aug. 7.—Too dry and hot here for crops.—Minier Grain Co.

Paris, Ill.—July 31.—Oats and corn crop short; weather has been dry.—C. H. Wade.

Sibley, Ill., Aug. 6.—Corn standing dry weather remarkably well; oats averaging 40 bus. or better.—Shearer & Miller.

Andres Sta. (Peotone p.o.), Ill., Aug. 6.—Oats yielding well both in quality and quantity; corn promises well.—C. J. Meyer.

Clarksburg, Ill., Aug. 4.—Wheat acreage 120%; condition 70%; oats failure; drought has reduced corn prospect to 40%.—J. K. Hoagland.

Deer Creek, Ill., July 27.—Oats averaging 40 bus.; wheat 25 bus.; acreage small; corn suffering from drought and hot winds.—Farmers Grain, L. S. & Coal Ass'n.

Sterling, Ill., Aug. 7.—Argentine corn planted May 16 growing well but not as tall as other corn; earing out fairly well. All corn needs rain or crop will be short.—S.

Island Grove (New Berlin p. o.) Ill., Aug. 3.—Wheat making 15 to 40 bus.; oats 20 to 40 bus.; corn prospect only 1/2 crop; unless we have rain in next few days this will be less.—L. F. Chilton.

Champaign, Ill., Aug. 7.—Corn condition going back on account of lack of rain, unless get rain within ten days crop will be short of last year. Oats testing 31 to 34 lbs. and averaging 35 to 50 bus.—I. H. French & Co.

Urbana, Ill., Aug. 5.—Average threshing returns make yield of oats 31.30 bus.; total crop 127,040,000 bus. which is an increase of 4,560,000 bus. over July estimate; quality good; corn condition 74.12%; estimated yield 329,744,000 bus. which is a loss of 82,434,000 bus. or 21.10% from the July 1 estimate; will be greatly increased damage if not rain soon.—S. W. Strong, sec'y I. G. D. A.

INDIANA.

Windfall, Ind., Aug. 6.—Corn above average of surrounding territory; oats fine; will average 42 bus.—Windfall Grain Co.

Greensburg, Ind., Aug. 5.—Early sown wheat was damaged by fly; yielding only 6 to 9 bus.; late sown wheat yielding 19 to 25 bus.—S.

New Ross, Ind., Aug. 7.—Corn with immediate rain will not make over 1/2 crop; oats made 20 to 25 bus.; wheat 15 bus.—N. A. Wall, mgr. New Ross Grain Co.

Manson, Ind., Aug. 6.—Oats averaged 30 bus.; quality good; corn very much in need of rain; will have fair crop if we get good rain this week.—S. Van Steenbergh.

Foresman, Ind., Aug. 4.—Oats making from 25 to 35 bus.; corn badly injured by drought; poorest prospect this vicinity ever had.—Chas. Russel, mgr. Lyons, Rich & Light.

Indianapolis, Ind., Aug. 7.—In north central Indiana corn suffering greatly on account lack of rain; conditions west of Wabash River are better but corn needs rain also.—C. A. Pricer, with Mutual Grain Co.

IOWA.

Melvin, Ia., Aug. 5.—Oats yielding about 30 bus.; testing 20 to 28 lbs.—J. A. Sullivan, agt. Davenport Elvtr. Co.

McIntire, Ia., Aug. 5.—Look for fair crop; oats making 45 to 60 bus.; barley fair; 20 to 40 bus.—A. Blanchard, agt. Cargill Grain Co.

Sibley, Ia., Aug. 7.—Elvtr. men report oats quality not as bad as 1913; weight runs from 30 to 32 lbs.; color darker account rust and late heavy rains; yield 35 to 30 bus.—A. E. B.

Wolf sta. (Ogden p. o.) Ia., Aug. 4.—Corn damaged by dry weather and heat; oats making from 40 to 50 bus.; fall wheat making 20 to 25 bus.—John C. Petersen, agt. E. A. Brown & Co.

Rock Falls, Ia., Aug. 4.—No winter wheat sown in this locality; oats not more than 1/2 or 1/3 crop; most yielding from 20 to 25 bus.; corn looks fine at present, but needs rain to finish.—W. D. Edgar.

Sioux City, Ia., Aug. 7.—Corn in this vicinity and northwest Iowa spotted; yield good where rainfall was sufficient but poor where affected by drought; prospect for crop equal to last year; oats are threshing short of 1913.—A. E. B.

Little Rock, Ia., July 28.—Oat crop in this vicinity is a little light of kernel, but farmers tell me the the kernel is light there are more bus. to the acre by measure; corn never looked better; if present condition is maintained corn will be just as good or even better than last year.—R. H. Sietsema, agt. E. A. Brown & Co.

KANSAS.

Barnes, Kan., Aug. 6.—Very dry; corn drying up.—C. W. Hay.

Grinnell, Kan., Aug. 3.—Wheat very good.—R. E. Terry, mgr. Shellabarger Mill & Elvtr. Co.

Menlo, Kan., Aug. 5.—Wheat making 15 to 25 bus.—J. R. Duffey, agt. Shellabarger Mill & Elvtr. Co.

MICHIGAN.

Saline, Mich., July 31.—Wheat, oats, rye and barley bumper crop.—Cool Bros. Grain Co.

Whitehall, Mich., Aug. 7.—Wheat, corn and oats acreage increased 10%; winter wheat crop for coming year will be larger owing to prospective war prices.—Reed Bros.

Lansing, Mich., July 30.—Army worm which has been razing crops for past 2 weeks has been routed; total loss is \$2,000,000, principally oats which promised large yield until attacked by worm.

MINNESOTA.

North Branch, Minn., July 25.—Crops look first rate to date.—North Branch Mfg. Co.

Hancock, Minn., Aug. 6.—Crops fair; oats little light in weight; barley thin; wheat damaged some by black rust.—John A. Johnson.

Morton, Minn., Aug. 3.—Black rust and blight have damaged wheat and oats about 40%.—W. H. Castle, mgr. Morton Merchant Mfg. Co.

Eden Prairie, Minn., Aug. 1.—Hot weather shrunk grain; wheat will average 12 bus.; oats 35 bus.; rye 25 bus. and light weight.—F. F. Miller.

Marshall, Minn., July 31.—Blue stem wheat poor; velvet chaff wheat average; oats fair; barley good; corn prospects never better.—Farmers Co.

Westport, Minn., Aug. 8.—Wheat crop will only be 1/2 of what was expected; black rust and hot weather cut prospects down 50% in a few days.—O. E. Kruger.

Minneapolis, Minn., Aug. 6.—All damage which can be done by rust has been done; spreading ceased with extremely hot weather; temperature was high and mate-

rially hastened ripening of all grains. While this resulted in shrinking wheat kernels it stopped danger from black rust and did not damage wheat yield, which runs from 5 to 20 bus., as much as would have been the case if black rust had continued to develop, outcome of the oats crop may be disappointing, due to heat damage and red rust; barley shows shrunken berry; anticipate average yield for state; sufficient rain has been received to put corn in first class condition; corn is uniformly good thruout our territory and promises excellent crop.—The Van Dusen-Harrington Co.

MISSOURI.

Odessa, Mo., Aug. 3.—Wheat fairly good; about average; corn has lost 1/2 account drouth.—Milton Varner.

Boonville, Mo., July 25.—Wheat making 14 bus.; oats are light; fine prospect for corn but weather is dry now.—Boonville Elvtr. Co.

Columbia, Mo., Aug. 1.—Corn condition 68% compared with 81% a month ago; wheat average yield 17 bus.; in leading wheat counties yield is a disappointment; estimated oats yield 22 bus.; rainfall for July was deficient; extreme heat injured crops; some wheat and rye will be sown for fall pasture; practically no complaint of insects.—Jewell Mayes, sec'y State Board of Agriculture.

MONTANA.

Wilsall, Mont., July 29.—Crops looking good.—Liquin-Williams Co.

Conrad, Mont., July 28.—Dry land crops fair; irrigated fine; acreage larger than ever before in this vicinity.—Arthur D. Johnson.

Saco, Mont., Aug. 1.—Crops short; had good rain on July 31 to help late grain.—Gus C. Russell, agt. St. Anthony & Dakota Elvtr. Co.

Culbertson, Mont., Aug. 3.—Record-breaking crop; a farmer seeded a field of velvet chaff wheat on May 3 and commenced to cut it Aug. 3; several other fields of wheat were cut last part of July but do not know when it was seeded; only spring wheat sown here.—Louis Peterson, mgr. Farmers Elvtr. Co.

NEBRASKA.

Bartley, Neb., Aug. 8.—Corn needs rain badly.—E. E. Smith.

Sedan, Neb., Aug. 8.—Corn drying up; no rain since June 29.—E. J. Bohling.

Snyder, Neb., Aug. 8.—Corn looking good but will need rain soon.—G. M. Talbert.

Fairfield, Neb., Aug. 8.—Need rain badly for corn; farmers plowing for wheat.—O. L. Campbell.

Tecumseh, Neb., Aug. 8.—Corn needs a little rain right now; getting pretty dry.—Tecumseh Mfg. Co.

Spalding, Neb., July 31.—Crops of all kinds good this year.—A. J. Cook, mgr. Spalding Elvtr. Co.

Nebraska, Aug. 7.—Corn in northeast is spotted; oats threshing out better than last year.—A. E. B.

Plainview, Neb., Aug. 8.—Crops light for the last 3 years.—E. Weinberger, agt. Nye-Schneider-Fowler Co.

Atlanta, Neb., Aug. 8.—Wheat making 10 to 20 bus.; corn needing rain badly.—Chas. W. Wood, agt. C. B. Seldomridge.

Bartley, Neb., July 30.—Wheat making from 12 to 20 bus.; quality good; corn prospects perfect.—Edward E. Smith.

Rogers, Neb., Aug. 8.—Wheat averaging 14 bus.; corn somewhat damaged by drought.—L. C. Gerriets, agt. T. B. Hord Grain Co.

Edgar, Neb., Aug. 8.—Dry weather has hurt corn badly; unless we have rain at once will not make over 15 bus.—C. O. McIlray.

Magnet, Neb., Aug. 8.—Crops not up to full crop; oats 90% of crop; test light, 25 to 29 lbs.; corn 90% of a full crop, which is generally about 38 bus. to acre; no wheat to speak of; no barley; no rye.—M. R. Dodson, agt. Anchor Grain Co.

Hallam, Neb., Aug. 8.—Wheat yield 17 bus.; oats 50 bus.; corn needing rain badly.—Wm. Burk.

Arapahoe, Neb., Aug. 8.—Owing to warm weather and crop failures very little grain has been raised here in last few years.—C. S. Fuller, mgr. Farmers Grain Ass'n.

Overton, Neb., Aug. 8.—Wheat crop light; corn poor; not over 10% of a crop. Other grains light crop.—Trans-Mississippi Grain Co., P. Sharp, mgr.

Indianola, Neb., July 28.—Wheat fairly good; prospects for corn good; had a 3-inch rain last week which put corn in good condition.—W. H. Harrison.

Sawyer, Neb., Aug. 5.—Wheat acreage increased 10%; none plowed up; oats acreage decreased 50%; corn same as last year.—J. W. Horner, agt. Nye Schneider Fowler Co.

Potter, Neb., July 29.—Fall wheat was good crop; average yield 20 bus.; spring wheat 10 bus.; corn cut short account no rain; very dry at present.—C. W. Johnson & Sons.

Cowles, Neb., Aug. 8.—Wheat good quality; average yield 24 bus.; very dry here; corn needing rain; will have some corn anyway; oats good but small acreage.—Geo. W. Cochran.

Springfield, Neb., Aug. 5.—Winter wheat acreage same as last year; yield $\frac{1}{2}$ last year or 18 bus.; oats yield 40 bus. or better; corn acreage average; condition fair; needs rain.—Dan Bourke.

Pawnee City, Neb., Aug. 4.—Wheat not turning out as well as estimated; great deal not making over 15 bus.; averaging 10 to 33 bus.; corn damaged 50% by lack of moisture.—W. S. Potts Grain Co.

Moorefield, Neb., July 28.—Wheat poor; splendid prospect for corn; oats turning out good with small acreage; we are out of oats growing belt; crops last year were poor.—Jas. Pearson, agt. Shannon Grain Co.

Scribner, Neb., Aug. 4.—Winter wheat acreage decreased 25%; not over 3% plowed up; corn planted in place; about 50% plowed ground is corn and 15% oats; corn looks fine; will average 35 to 40 bus.—W. E. Zeman, Farmers Elvtr. Co.

Ellis, Neb., Aug. 8.—Will have no corn from present indications; have had $\frac{3}{4}$ in. of rain since June; hot winds today. Five miles north of here conditions better; have had 2 ins. of rain in July; will have half a corn crop.—H. E. Foster, agt. Wright-Lee Grain Co.

NEW HAMPSHIRE.

Concord, N. H., Aug. 3.—Corn very backward in New Hampshire; oats looking good.—Cresy & Co.

NORTH DAKOTA.

Buford, N. D., Aug. 1.—Crops damaged 10 to 25% by heat.—C. F. Schoen, former agt. Victoria Elvtr. Co.

Blabon, N. D., Aug. 7.—Wheat crop damaged 50 to 75%; oats damaged 25%.—J. C. Walters, mgr. Farmers Elvtr. Co.

McCanna, N. D., Aug. 4.—Some damage from black rust and excessive heat, otherwise crops look good.—F. R. Lynch, agt. National Elvtr. Co.

Danzig, N. D., Aug. 3.—Wheat light; making 6 to 7 bus.; barley and oats making 30 bus.; late grain poor; hot winds doing great deal of damage.—Farmers Elvtr. Co.

Chaffee, N. D., Aug. 8.—Wheat will average 12 bus. to acre; will grade from No. 1 to rejected. Barley yield 15 to 20; oats 20 to 30; little corn.—I. M. Bunn, mgr. Farmers Elvtr. Co.

Des Lacs, N. D., July 30.—Crops damaged 50% by dry weather last 2 weeks; at best will only be $\frac{1}{2}$ crop; last night's rain will help late grain.—Herman Holz, mgr. Farmers Elvtr. Co.

Page, N. D., July 27.—Grain not filling; weather too hot; ripening fast; some is burned; late grain too short; will have no bumper crops out here.—Nels Osterdahl, mgr. Farmers Elvtr. Co., Walden.

York, N. D., Aug. 7.—Crops very light; weather excessively hot in July; late sown barley and other grains will not amount to much will practically be a failure. Wheat yield 15 bus.; oats 25.—O. H. Greensgard.

North Dakota, Aug. 7.—Outcome of oats crop promising; this state is very spotted, but believe will yield fair crop wheat and good crop barley and oats; corn good; promises excellent crop.—The Van Dusen-Harrington Co., Minneapolis, Minn.

OHIO.

Middletown, O., Aug. 1.—Wheat poor, making only 5 to 8 bus.; oats 30 bus.—Sebald Grain Co.

Osborn, O., July 31.—Corn needs rain at once; oats making 25 bus.; wheat averaged 18 bus.—H. E. Frahn.

Canton, O., July 29.—Corn fine; oats making 50 to 60 bus.; wheat averaged 30 bus.—Letherman, Gehman & Co.

Laurelville, O., July 31.—Very dry; another week without rain will cut corn crop $\frac{1}{2}$.—Laurelville Grain & Mill Co.

Lisbon, O., Aug. 4.—Wheat acreage normal; condition increased 30% over last year; oats fair; corn A No. 1.—J. C. Bean Co.

Leipsic, O., Aug. 3.—About 100% of wheat acreage will be resown; no wheat sown to oats this year. Growing corn not over 50% of a crop.—C. W. Franklin.

Ludlow Falls, O., Aug. 6.—Wheat average yield 22 bus.; oats 30 bus.; corn firing from dry weather; unless have rain in 10 days, will not make $\frac{1}{2}$ crop.—Agt. Myers & Patty Co.

Sidney, O., July 28.—Recent rains will be of great value to growing corn which promises a good average crop; fall plowing for wheat has begun; usual acreage will be sown; yield and quality oats from first receipts very satisfactory.—E. T. Custerborder & Co.

OKLAHOMA.

Kaw City, Okla., Aug. 3.—Corn condition 40%; needs rain; have not had rain for 30 days.—J. H. Woodward, agt. Ponca City Mfg. Co.

OREGON.

Freewater, Ore., Aug. 4.—Crops good.—Peacock Mill Co.

Alicel, Ore., Aug. 6.—Winter wheat yielding 5 to 10 bus. less than last year; spring grain badly in need of rain to fill; crop materially damaged from lack of moisture. Prospects, however, are good for a larger crop than usual on account of a much larger acreage.—J. B. McKennon.

SOUTH DAKOTA.

Huron, S. D., Aug. 7.—Wheat poor; feed crop good.—F. M. Davis.

Harrisburg, S. D., July 27.—New oats testing 29 lbs.; quality fair.—Con McManon.

Plana, S. D.—Crops badly damaged by rust, hail and hot weather.—Bernet & Griffiths.

Chester, S. D., July 31.—Grain crops poor; corn could not be better.—E. M. Kellogg, W. H. Kellogg & Son.

Kaylor, S. D., Aug. 4.—Had 2 good heavy rains during night of July 30 and 31; corn picking up fine.—Till & Koch.

Toronto, S. D., Aug. 6.—Grain poor; averaging about 30 bus.; corn is best crop.—I. A. Lovre, mgr. Farmers Elvtr. Co.

Wentworth, S. D., Aug. 4.—Barley quality good; yield light; average about 12 bus.; oats 22 bus.; wheat 5 bus.—Farmers Elvtr. Co.

Plankinton, S. D., July 30.—Wheat yielding about 7 bus.; corn prospects improved by recent rains.—G. H. Barber, mgr. Farmers Elvtr. Co.

South Dakota, Aug. 7.—Corn in southwest part of the state is spotted; oats threshing out better than last year in southeast part of state.—A. E. B.

Hitchcock, S. D., July 29.—Crops not good; early grain which has been cut not bad but late grain getting knocked by rust.—F. O. Linstrom, agt. G. W. Van Dusen & Co.

South Dakota, Aug. 6.—Oats prospect promising; corn good with excellent prospect; spreading of rust has ceased owing to hot weather which resulted in shrinking of wheat kernels but did not damage as much as rust if it had continued to develop; expect average yield.—The Van Dusen-Harrington Co., Minneapolis, Minn.

TEXAS.

Beaumont, Tex., July 31.—Texas oats more or less stained this year; grade does not begin to compare with last year's crop.—J. S. Gordon & Co.

WASHINGTON.

Creston, Wash., July 25.—Crops fair.—E. D. Calvert, agt. Seattle Grain Co.

GOVERNMENT CROP REPORT.

Washington, Aug. 7.—The Crop Reporting Board of the Bureau of Statistics makes the following estimates from reports of its agents and correspondents of the condition and acreage of grain on August 1:

Spring Wheat.

States.	Condition Aug. 1, 1914.	Condition Aug. 1, 1911.	Forecast, 1911.	Condition Aug. 1, 1913.	Thousands of Bus.
Minn.	83	45,100	67,230		
N. Dak.	76	88,500	78,855		
S. Dak.	78	36,600	33,075		
Wash.	82	2 ^o ,500	20,900		
U. S.	75.5	236,000	239,819		

Corn.

Fa.	90	87	61,200	57,057
Va.	82	87	46,500	51,480
N. C.	83	77	51,800	55,282
Ga.	78	88	55,500	63,023
Ohio	80	85	137,600	146,250
Ind.	67	85	149,200	176,400
Ill.	65	83	289,200	282,150
Mich.	86	80	60,400	56,112
Wis.	92	83	66,500	66,825
Minn.	89	84	90,600	96,000
Iowa	91	84	396,300	338,300
Mo.	68	80	181,900	129,062
S. Dak.	78	85	7 ^o ,700	67,320
Neb.	82	80	195,700	114,150
Kan.	74	72	133,500	23,424
Ky.	62	85	76,900	74,825
Tenn.	70	86	69,200	68,675
Ala.	69	86	44,600	55,380
Miss.	69	83	50,400	63,000
La.	72	83	3 ^o ,300	41,800
Tex.	64	75	115,200	163,200
Okl.	42	70	50,300	52,250
Ark.	58	82	5 ^o ,200	47,025
U. S.	74.8	81.9	2,634,000	2,446,988

Oats.

N. Y.	88	39,400	42,712
Pa.	88	32,100	35,774
Ohio	84	51,300	54,360
Ind.	84	40,200	36,380
Ill.	70	125,800	104,125
Mich.	91	52,400	45,000
Wis.	83	78,000	83,038
Minn.	75	92,300	112,644
Iowa	84	159,400	168,360
Mo.	78	24,900	26,500
N. Dak.	84	71,100	57,825
S. Dak.	80	41,600	42,135
Neb.	75	67,100	59,625
Kan.	66	56,500	34,320
U. S.	79.4	1,153,000	1,121,768

Barley.

Wis.	86	19,800	18,125
Minn.	80	33,600	34,800
Iowa	87	10,400	10,000
N. Dak.	80	29,200	25,500
S. Dak.	77	19,400	16,765
Kan.	82	5,300	1,944
Ida.	96	7,800	7,560
Wash.	93	7,200	7,290
Ore.	90	3,300	4,200
Cal.	96	44,400	33,150
U. S.	85.3	203,000	178,189

Winter Wheat.

Yield Per Acre. Total Production in Thousands of Bushels.

State.	10-Yr.		1909-13	
	1914. av.	1914.	1913. average.	1914.
N. Y.	22.5	18.7	8,100	6,800
Penn.	18.2	16.9	23,873	21,862
Ind.	21.5	15.7	13,158	8,113
Va.	14.0	11.9	10,906	10,608
N. C.	11.5	9.6	7,026	7,078
Ohio	18.5	15.5	38,665	35,100
Ind.	17.4	15.1	43,239	39,775
Ill.	18.8	15.6	48,429	41,888
Mich.	20.0	15.4	17,582	12,776
Iowa	21.6	20.6	10,346	10,530
Mo.	17.0	13.6	43,333	39,586
Neb.	19.3	18.1	60,274	58,125
Kan.	20.5	13.4	162,975	86,515
Ky.	16.5	12.1	12,292	9,860
Tenn.	15.0	10.7	10,635	8,400
Texas	13.0	11.6	14,066	13,650
Okl.	19.0	11.5	46,835	17,500
Mont.	23.0	*27.3	11,063	12,238
Idaho	27.5	27.6	9,322	8,494
Wash.	27.2	26.3	32,667	32,400
Cal.	22.0	22.9	13,684	12,305
U. S.	19.1	15.0	675,115	523,561
				441,212

*Five-year average.

Oats remaining on farms Aug. 1 is estimated at 5.6% of last year's crop, or about 62,467,000 bus., as compared with 103,900,000 bus. on Aug. 1, 1913, and 34,872,000 bus. on Aug. 1, 1912.

Henry A. Langhorst, pres. of Albert Schwill & Co. was last heard from at the Hotel Metropole, Bad Nauheim, Hessen, Germany. Mr. Langhorst is 70 years old and friends are trying to locate him.

PEORIA received 600,000 lbs. of seed and shipped 210,000 lbs. during July, 1914; compared with 30,000 received and 210,000 shipped in July, 1913.—John R. Lofgren, sec'y Board of Trade.

THE REPORT of the U. S. Dept. of Agriculture, issued Aug. 8, at Washington, D. C., places the growing condition of kafir corn in the U. S., Aug. 1, at 103.8%; beans for drying, 101.8%; lima beans, 90.9%; flax, 99.4%; millet seed, 100.8%; buckwheat, 99%, and broom corn, 100%. Compared with the growing conditions given July 1, kafir shows a decrease of 4.1%; beans, 1%; flax, 4.2%, and broom corn, 2.7%. Millet has improved .1% and buckwheat and lima beans are unchanged. The acreage of buckwheat is given as 796,000 or 98.9% of the acreage of 1913. Flax has an acreage of 1,927,000 acres, or 84.1% of the acreage last year. The yield of buckwheat is placed at 21.5 bus. per acre, or 17,000,000 bus., compared with an average yield of 20.5 in 1913, or 14,000,000 bus. The yield of flax is given at 8.7 bus. per acre or 17,000,000, compared with a yield of 7.8 bus. per acre and a total of 18,000,000 bus. in 1913.

Corn Movement in July.

Receipts and shipments of corn at the various markets during July; compared with July, 1913, were in bushels as follows:

Receipts,	Shipments,		
	1914.	1913.	1914.
Chicago 5,131,000	6,379,000	4,180,000	8,465,000
Omaha 1,580,400	1,710,000	2,131,800	2,087,800
Milw'ke 1,073,550	767,980	846,538	539,833
St. Louis 1,045,750	1,041,375	923,990	908,550
Ind'p'l's 881,000	710,000	222,000	281,000
Kan. City 825,000	1,053,750	113,750	1,176,250
Cincinnati 602,830	478,920	439,058	292,112
Minn'p'l's 436,730	225,610		
Louisville 434,500	512,190	309,335	347,046
Baltimore 257,005	205,408	47,566	41,289
Toledo 150,000	197,600	65,000	43,400
Detroit 139,000	57,600	27,000	42,000
Duluth 23,987	226,659	143,950	300,987
Wichita 14,000	62,400	3,000	23,700
S. Francisco 5,178	4,393		
N. Orleans .....	.....	137,510	190,110

Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

COLORADO.

Sibley, Ill., Aug. 6.—Oats threshing will be completed in another week.—Shearer & Miller.

Paoli Sta. (Haxtum p.o.), Colo., Aug. 5.—No old corn on farm to speak of.—H. E. Robbins, agt. O. L. Mitten Grain Co.

ILLINOIS.

Belleville, Ill., July 29.—Fair movement of wheat to market.—W. E. Eckert.

Deer Creek, Ill., July 27.—Wheat nearly all threshed.—Farmers Grain L. S. & Coal Ass'n.

Clarksburg, Ill., Aug. 4.—No corn or oats in farmers hands; 1/2 wheat kept for feed.—J. K. Hoagland.

Chicago, Ill., July 21.—First car new barley arrived from Illinois today; graded No. 4, good color but had been shriveled by heat.

Peoria, Ill.—Receipts of grain at this market during July were: 775,200 bus. of wheat, 548,200 of corn, 1,540,900 of oats, 19,200 of rye and 121,800 of barley; compared with 248,701 bus. of wheat, 763,232 of corn, 1,504,700 of oats, 6,000 of rye and 159,300 of barley received in July, 1913. Shipments during the month included 776,433 bus. of wheat, 273,800 of corn, 1,504,700 of oats, 6,000 of rye and 112,282 of barley, compared with 156,000 bus. of wheat, 257,222 of corn, 33,468 of oats, 6,000 of rye and 109,230 bus. of barley shipped in July, 1913.—John R. Lofgren, sec'y Board of Trade.

INDIANA.

Sibley, Ia., Aug. 7.—Oats coming to market.—A. E. B.

Manson, Ind., Aug. 6.—Threshing about thru.—S. Van Steenbergh.

Shelbyville, Ind., Aug. 5.—In previous years during July and August 85% of available wheat marketed. This year farmers are bullish and will only handle about 65% of available crop in July and August.—S.

IOWA.

Rock Falls, Ia., Aug. 4.—Very little old corn in farmers hands.—W. D. Edgar.

Little Rock, Ia., July 28.—Cutting all done; threshing will begin in about 10 days.—R. H. Sietsema, agt. E. A. Brown & Co.

Des Moines, Ia., Aug. 2.—Threshing progressing rapidly under favorable conditions.—Iowa Section, Weather Buro, Dept. of Agriculture.

Sioux City, Ia., Aug. 7.—Corn and oats movement, southward, thru Sioux City is materially less since new crop matured in southwestern part of state; most of corn now being shipped to Milwaukee, Wis., and Chicago, Ill.—A. E. B.

KANSAS.

Barnes, Kan., Aug. 6.—Shock threshing is over; great deal wheat is in stack.—C. W. Hay.

MARYLAND.

Baltimore, Md., July 30.—First car new oats arrived today from Ohio. It graded new standard and was sold at 42 1/2¢ to J. A. Manger & Co.

MICHIGAN.

Whitehall, Mich., Aug. 7.—Grain practically all out of farmers hands.—Reed Bros.

MINNESOTA.

North Branch, Minn., July 25.—Nearly ready to harvest.—North Branch Mfg. Co.

Altura, Minn., July 30.—Threshing will be about finished on Aug. 15 with exception of a little oats.—Altura Elvtr. Co.

Minneapolis, Minn., Aug. 6.—Wheat harvesting progressing; some threshing done; barley harvest is general in northern Minnesota. Oats cutting is under way.—The Van Dusen-Harrington Co.

MISSOURI.

Columbia, Mo., Aug. 1.—Corn will go in shock or silo in some parts of state before end of month; few farmers feeding green corn; about 65% wheat has been threshed; more than usual has been stacked; much is being fed; only 60% oat crop was cut with binder.—Jewell Mayes, sec'y State Board of Agriculture.

MONTANA.

Saco, Mont., Aug. 1.—Winter wheat cut.—Gus C. Russell, agt. St. Anthony & Dakota Elvtr. Co.

Wilsall, Mont., July 29.—Harvest will be general in about 2 weeks.—J. E. Olson, agt. Occident Elvtr. Co.

NEBRASKA.

Potter, Neb., July 29.—Less grain to ship this season.—C. W. Johnson & Sons.

Hallam, Neb., Aug. 8.—Wheat nearly all threshed; farmers holding.—Wm. Burk.

Bartley, Neb., Aug. 8.—Expect to handle 75,000 bus. of wheat this season.—E. E. Smith.

Atlanta, Neb., Aug. 8.—Will handle about 150,000 bus. of wheat this season.—Chas. W. Wood, agt. C. B. Seldomridge.

Fairfield, Neb., Aug. 8.—Shock threshing all done; movement of wheat will be small for some time.—O. L. Campbell.

Cowles, Neb., Aug. 8.—Shock threshing about finished. Will have to ship in both corn and oats.—Geo. W. Cochran.

Tecumseh, Neb., Aug. 8.—Will have corn, oats and plenty of wheat to ship; good demand for feed.—Tecumseh Mfg. Co.

Pawnee City, Neb., Aug. 4.—Have been doing a good business moving wheat from threshers.—W. S. Potts Grain Co.

Atlanta, Neb., Aug. 1.—Threshing now in full swing; everybody busy.—A. C. Olson, mgr. Farmers Grain & Sply. Co.

Sedan, Neb., Aug. 8.—Will handle a little more wheat than usual this year and probably a few cars of oats, but no corn.—E. J. Bohling.

Curtis, Neb., Aug. 8.—Very little wheat will be shipped from here and if weather stays dry no corn will go out.—Guy Carr, Curtis Mills.

Springfield, Neb., Aug. 5.—Wheat 60% shipped; 40% left; oats being threshed; none sold so far; very little old corn back.—Dan Bourke.

Moorefield, Neb., Aug. 8.—Shipments have been very small for several years on account of light crops.—James Pearson, mgr. Shannon Grain Co.

Scribner, Neb., Aug. 4.—Not over 10 or 15% new wheat sold this summer so far and same amount of oats.—W. E. Zeman, mgr. Farmers Elvtr. Co.

Ellis, Neb., Aug. 8.—Will ship about 60,000 bus. of wheat this year, but no corn.—H. E. Foster, mgr. Wright-Leet Grain Co.

NEW HAMPSHIRE.

Concord, N. H., Aug. 3.—Grain business light.—Cressy & Co.

NORTH DAKOTA.

Blabon, N. D., Aug. 3.—Shipped first car new barley out today.—J. C. Walters, mgr. Farmers Elvtr. Co.

North Dakota, Aug. 6.—Oats cutting in progress; wheat being harvested; barley harvest general.—The Van Dusen Harrington Co., Minneapolis, Minn.

McCanna, N. D., Aug. 4.—Harvest now on; mostly barley being cut at this time but harvest will be general about end of week.—F. S. Lynch, agt. National Elvtr. Co.

York, N. D., Aug. 7.—Harvest now on in earnest.—O. H. Greensgard.

Chaffee, N. D., Aug. 8.—Started to take in new rye today; expect new wheat tomorrow.—I. M. Bunn, mgr. Farmers Elvtr. Co.

OHIO.

Lisbon, O., Aug. 4.—About 5% old crop held by farmers.—J. C. Bean Co.

Sidney, O., July 28.—With favorable weather for oats threshing, movement will be large.—E. T. Custerborder & Co.

Laurelville, O., July 31.—Advancing price stops farmers to some extent; they think higher prices will prevail.—Laurelville Grain & Mill Co.

Leipsic, O., Aug. 3.—Threshing just commenced; 50% of wheat in farmers hands; 80% of oats but not over 3% of corn to market.—C. W. Franklin.

Toledo, O., Aug. 1.—First car new oats to reach this market came from Davies county, Indiana, grading No. 2 white, weight 38 lbs., which was better than 1913's first car.

OREGON.

Freewater, Ore., Aug. 4.—Weather fine for harvest which is about $\frac{1}{2}$ over.—Peacock Mill Co.

Alicel, Ore., Aug. 6.—Fall wheat harvesting in full blast; small per cent was contracted for at 70 to 72c per bu., but since the war in Europe has been certain, both the buyer and seller have gone out of the market. Practically no market here for oats or barley; no oats or barley harvested and dealers not anxious to contract.—J. B. McKennon.

SOUTH DAKOTA.

Harrisburg, S. D., July 27.—Threshing new oats.—Con McMahon.

Wentworth, S. D., Aug. 4.—Have taken in 2,000 bus. new barley.—Farmers Elvtr. Co.

Kaylor, S. D., Aug. 4.—Not much threshing done so far this week; new grain not moving freely yet.—Till & Koch.

Colman, S. D., Aug. 6.—Have just begun to thresh wheat; some things better than expected.—E. A. McGovern, mgr. Colman Elvtr. Co.

South Dakota, Aug. 6.—Barley harvest completed; wheat harvest will be general Aug. 10; oats cutting under way.—The Van Dusen Harrington Co., Minneapolis, Minn.

TEXAS.

Beaumont, Tex., July 31.—New corn will begin to move within 10 days.—J. S. Gordon & Co.

WASHINGTON.

Creston, Wash., July 25.—Prospects fair for larger amount grain to be marketed here.—E. D. Calvert, agt. Seattle Grain Co.

Ruff, Wash., Aug. 3.—First car wheat was shipped July 30 by Griffith Union Grain and Trading Co. This is earliest wheat ever shipped from this country. The farmers will probably take advantage of harvest being earlier than usual and ship considerable.

Wheat Movement in July.

Receipts and shipments of wheat at the various markets during July; compared with July, 1913, were in bushels as follows:

	Receipts.	Shipments.		
	1914.	1913.	1914.	1913.
Chicago	14,175,000	10,023,400	21,094,000	5,669,000
K. City	10,006,800	9,253,200	5,522,400	3,088,800
St. Louis	6,829,367	5,455,290	2,933,830	2,139,265
Minn'p'lis	4,410,549	4,015,550	1,339,211	1,258,605
Baltimore	3,864,828	2,065,310	3,745,138	5,990,337
Duluth	3,067,749	3,267,453	1,615,200	1,669,200
Omaha	2,625,600	4,095,600	1,05,000	105,000
Ind'p'lis	1,812,000	1,000,000	258,000	134,900
Toledo	1,186,000	672,000	534,300	500
Louisville	1,064,370	703,025	2,194	2,194
Cincinnati	846,069	327,087	370,324	177,874
Milw'kee	454,850	526,700	247,681	225,044
S. Fr'isco	356,566	365,866	.....	.....
Detroit	301,000	96,000	21,000	91,000
N. Orleans	.....	.....	2,876,300	1,366,374
Galveston	.....	.....	5,344,840	1,776,800

Barley Movement in July.

Receipts and shipments of barley at the various markets during July; as compared with July, 1913, were in bushels as follows:

	Receipts.	Shipments.		
	1914.	1913.	1914.	1913.
S. Fr'isco	2,183,583	819,291	207,000	192,000
Chicago	753,000	1,926,000	300,000	192,000
Minn'p'lis	825,700	1,513,260	566,104	1,366,174
Duluth	476,281	1,370,537	22,370	4,380
St. Louis	84,800	35,240	70,087	.....
Milw'kee	77,180	137,500	82,964	.....
Kan. City	15,400	16,800	.....	.....
Omaha	9,800	4,200	1,000	.....
Cincinnati	4,200	8,200	23	1,069
Louisville	3,000	1,400	.....	.....
T'roit	1,000	7,000	.....	.....
Baltimore	.....	708	43,675	.....
Toledo	.....	1,000	.....	.....

Rye Movement in July.

Receipts and shipments of rye at the various markets during July; compared with July, 1913, were in bushels as follows:

	Receipts.	Shipments.		
	1914.	1913.	1914.	1913.
Milw'kee	586,900	833,200	206,622	167,050
Chicago	144,000	186,000	53,000	76,000
Minn'p'lis	105,600	180,940	.....	.....
Duluth	127,679	143,146	159,855	155,763
Baltimore	70,431	113,570	71,723	107,280
Cincinnati	36,435	26,537	5,173	3,706
St. Louis	30,000	35,230	29,230	11,655
Louisville	14,600	28,300	7,280	2,640
Detroit	9,000	8,000	1,000	.....
Omaha	9,900	20,900	33,000	42,000
Ind'p'lis	9,000	2,000	.....	.....
Toledo	7,000	4,000	1,000	.....
Kan. City	3,300	19,800	29,700	8,800

Oats Movement in July.

Receipts and shipments of oats at the various markets during July; compared with July, 1913, were in bushels as follows:

	Receipts.	Shipments.		
	1914.	1913.	1914.	1913.
Chicago	10,623,000	10,005,000	9,088,000	9,653,000
St. Louis	2,122,850	1,515,630	1,260,070	847,385
Milw'kee	1,248,300	1,337,400	1,689,286	1,091,991
Omaha	1,215,500	712,300	1,300,500	319,500
Minn'p'lis	759,600	1,476,050	.....	.....
Ind'p'lis	716,000	300,000	140,000	55,000
Cincinnati	559,999	591,984	342,274	360,073
Kan. City	503,200	498,100	515,100	197,200
Louisville	387,600	284,600	327,545	202,670
Baltimore	345,301	269,289	39,331	6,450
Detroit	302,000	300,500	25,000	.....
Duluth	241,952	2,619,686	480,997	2,036,718
Toledo	204,800	180,800	148,300	169,100
S. Francisco	134,875	99,062	.....	.....
Wichita	27,000	52,500	16,500	48,000

WELDING RING, former pres. of the New York Produce Exchange, has been appointed a member of the Foreign Trade Council which was created at a convention of the Foreign Trade Ass'n held at Washington, D. C., May 27 and 28.

An Oklahoma Elevator.

Oklahoma dealers are building much better elevators than formerly. This is but natural because they have more grain to handle and need better facilities to expedite its handling. Mr. C. C. Godfrey of El Reno writes: "As a rule Oklahoma dealers do not give sufficient consideration to the need of heavy, substantial foundations, consequently many foundations give way in a short time, which causes shafting and machinery to get out of alignment. When this has happened more power is needed to operate the plant and sometimes the increased friction results in a fire."

"Invariably we recommend iron roofing and siding, because it lasts longer and makes the elevator nearer fireproof. The reduction in insurance granted by the mutual fire insurance companies making a specialty of grain elevators makes it more expensive to use shingle roofs and wood siding than any other kind of material. Many elevators here are covered with what is called brick steel. It is made up in squares of small size and put on with galvanized nails and lead washers, which insures a waterproof joint and prevents rust."

Illustrated herewith is an Oklahoma elevator built by Godfrey & Son, which has the engine room 20 ft. from the elevator. The line shaft thru the foundation wall to work room is enclosed by a 6-inch gas pipe. No expense was spared in making this house strong, convenient and well equipped. For studding 2x6s were used, being placed at 1 ft. centers, ship lapped and covered with iron. The plant contains 4 large and 2 small bins over work room and one under it. The dump sink has room for 1,000 bus. of grain.

This firm does not favor cement lined dumps, because of their claimed weakness. Mr. Godfrey writes: "As soon as the rats undermine the floor of the receiving sink, it invariably gives way under load. It is a very expensive job to repair a cement sink which has been so damaged by rats. If the elevator man has plenty of room under his wood dumps and bins he will find it to his advantage to cut in small doors, so that the pits and spaces under the bins can be aired every day. What is more, rats will not work in the light. The ventilation will also help to keep the floors and joists dry, and thus prevent decay."



An Up-to-date Oklahoma Elevator.

The GRAIN DEALERS JOURNAL.

Coopering Cars for Grain.

Delay in unloading and moving cars must be expected during the interruption and embargoes on exports of grain thru many of the American ports on account of the war in Europe. The longer the grain is carried in the car the greater the possibility of leakage in transit and at the terminals, making it more necessary now than ever before for the grain shipper to inspect closely every car tendered to him for loading, and to see to it that the coopering done by the railroad company or by himself will hold the grain.

The car door and the ends of car are the parts of the car usually needing coopering. Good examples of coopering ends of cars are shown in the engraving given herewith. The ends of cars shown were coopered with paper by J. G. Goodwin, Board of Trade Weighmaster, at Kansas City. From the end wall the paper is laid out far enough on the floor to cover the king bolt.

To cooper an end begin at the side of the car about two feet from the corner. Extend the paper around corner and half way across the end of the car. Fasten the paper at the top only by nailing along its upper edge, allowing the paper to overlap the floor about 20 inches. Apply paper over other half of end of car in same manner, allowing the ends to overlap about one foot where they meet, thus covering the entire end to a height of 28 inches, with 20 inches overlapping the floor.

Cover king bolts that extend thru car floor with cooperage-paper or burlap placed loosely over king-bolt. Fasten the burlap with strips nailed around the edges. If paper is used to cover king-bolt, nail a piece of board over the paper.

The method of lining doors with paper is also shown in the engravings. One method is to cover the doors after they have been installed. The paper should overlap the ends of the doors and be fastened by means of strips. Leave enough slack so that the paper will not break if one of the grain doors should bulge slightly when under pressure. The paper should overlap the floor about 8 inches.

One method is to fold one end of the paper three or four times and use the folded end as a pad on the door post, allowing the paper to overlap the floor a few inches. Then place one end of the grain door against this paper pad. In like manner fold the ends of a second strip of paper for the other door post and then nail the grain door over these paper pads.

The grain door being in place, fold each strip of paper around and over the grain door to about half way across the grain door, allowing the ends of the two strips of paper to overlap where they meet, thus covering the entire door to a height of about 40 inches. Fasten the paper at the top.

By folding the paper as stated all old nails, spikes or other obstructions that would prevent the grain doors fitting tight against the door posts would be covered. Paper must be fastened to top of grain door only.

Loose sheathing should be fastened securely. Loose, bulged and defective sheathing causes 64 per cent of all box car leaks. Where sills have rotted a burlap pad fastened underneath with a piece of board would prevent leakage between the sheathing and sill. Two of the engravings herewith show outside

patches put on by J. G. Goodwin after the cars had been loaded with bulk grain and sheathing sprung.

In nailing sheathing tight to car sills use 8 penny cement-coated nails, which are much more effective than the ordinary wire nails. These cement-coated nails are just the thing to prevent grain from leaking between the sheathing and car sills, as they grip tight wherever nailed.

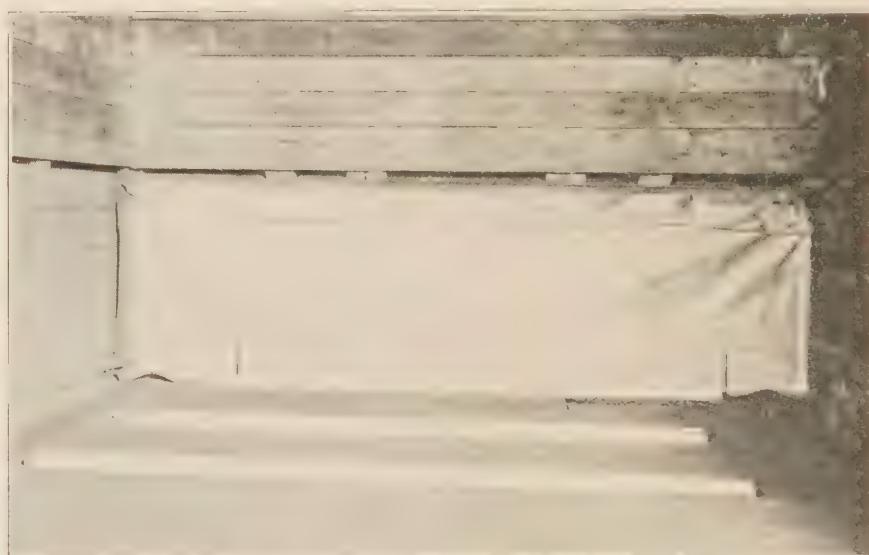
If the car lining is broken, fill out by nailing boards over the lining, then place paper two feet from the corner on side of car, nailing at the top; extend paper half way across the end of car; apply to other corner and end in the same manner except to allow the paper to overlap one foot at the center, covering the entire space across the end. Be sure and extend the paper over the floor about 20 inches, nailing at the top as high as it will permit. For instance: The 48 inch paper will extend 28 inches high over lining at the end and 20 inches over the floor.

If the lining is bad at the sides it should be covered with boards, then apply a 24-inch strip of paper from the end to the side door, extending over the floor about

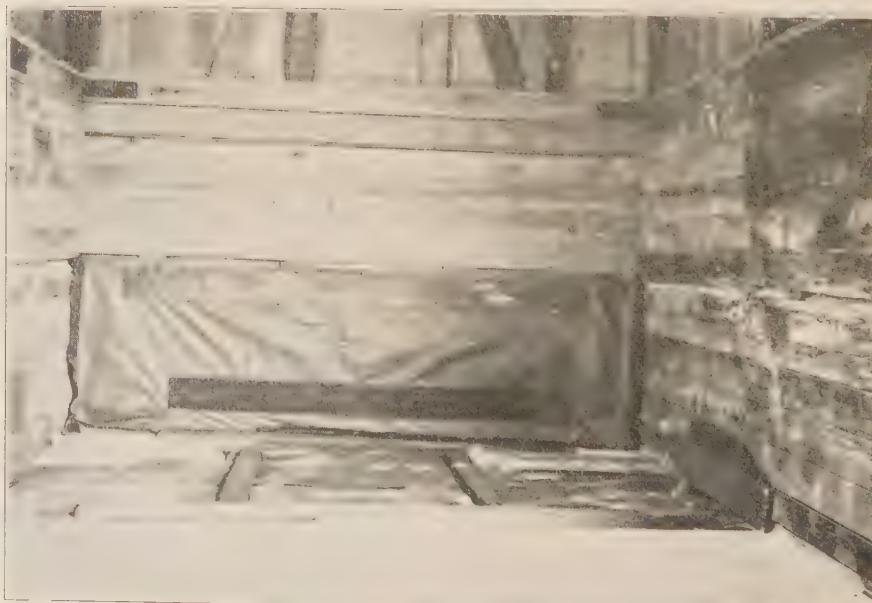
8 inches, leaving 16 inches to cover the side lining and short floor-boards. The paper is tacked only at the top and must be left perfectly loose at the bottom, as



Kraft Paper Used in Coopering Cars for Bulk Grain Loading at Kansas City by J. G. Goodwin.



End of Car Coopered with Paper for Bulk Grain at Kansas City by J. G. Goodwin for the R. I. R. R.



Coopered with Paper at Kansas City for the Santa Fe Ry. Co. by J. G. Goodwin.

the grain when loaded into the car will push the paper back against the lining and will not crack it, as it is very elastic and fills out in all grooves.



This is the Interior Coopering of a Box Car for Bulk Grain Loading Prepared by U's for the R. I. Ry. Co.—J. G. Goodwin.

How Acidity of Corn is Determined.

Acidity of corn has been declared by the United States Dept. of Agriculture to be the determining factor in testing corn for its soundness and keeping quality.

Acidity is spoken of as a stated number of cubic centimeters, thus an acidity of "12 c.c." Such an expression conveys no definite knowledge to a grain handler, nor even to a chemist, for the term is purely arbitrary; and "12 c.c." acidity might mean double the understood acidity if the testing solution were double strength.

The principle of the acidity test is most simple. Unfortunately, a small outfit of chemical glassware and scales and graduated tubing is required, and even with the most highly specialized apparatus it takes over 30 minutes' time. The test is made as follows, as described officially in Bulletin No. 102 of the U. S. Dept. of Agriculture by two assistants in the office of grain standardization, issued July 23:

Select a representative sample (about 100 grams) of corn to be tested and grind to such fineness that at least 80 per cent will pass thru a 2-millimeter sieve. Weigh accurately duplicate samples of 10 grams and transfer each to a 300-c. c. wide mounted Erlenmeyer flask, then add 50 c. c. of 80 per cent alcohol, specific gravity 0.86, and stop the flask tight with a cork or rubber stopper. In order that the meal may be thoroughly and equally subjected to the action of the alcohol, carefully shake the flask with a whirling motion, avoiding a distribu-

tion of the meal on the sides of the flask. After shaking, let the meal digest in the alcohol over night (approximately 16 to 18 hours). After digestion filter through a dry filter paper. Place 25 c.c. of the clear filtrate in a 250 c.c. beaker and add 75 c.c. of distilled water and 1 c.c. of phenolphthalein solution and titrate with a one-hundredth normal alkali solution. [To titrate is to add liquid solution drop by drop until enough has been added to visibly change the color.]

The proteids dissolved in the alcohol are thrown out of solution when water is added, leaving a white precipitate, which makes it difficult to determine just what constitutes an end point in the titration. The end point that has been adopted is perhaps a slight degree over the point of neutrality, but it is necessary to carry the titration to a distinct color in order to get comparable results. This titration, as will be readily seen when making the determination, is different from most titrations, owing to the cloudy white precipitate formed on the addition of water to the alcoholic extract, which in a measure obscures the color. It will, however, be necessary to analyze corn ranging in color from pure white to deep yellow, where in each case the color of the extract is slightly different. One also has to deal with mixtures of white and yellow corn, where again another colored extract results, depending upon the relative quantity of white and yellow corn present in the sample. It will be seen that the color of the liquid obtained at the end point is slightly different in each of the cases of yellow, mixed, and white corn.

To correct the reading of the burette for the acid contained in the alcohol and phenolphthalein, make a blank by taking 25 c.c. of alcohol, 75 c.c. of distilled water, and 1 c.c. of phenolphthalein solution and titrate in the same manner as the corn extract. Subtract the reading thus obtained from the reading obtained by titrating the corn extract, and the result will represent the true acidity in 5 grams of corn. Multiply this result by 2, and it will represent the number of cubic centimeters of one-hundredth normal alkali required to neutralize the acid in 10 grams of corn, or the number of cubic centimeters of normal alkali required to neutralize the acid in 1,000 grams of corn. This result is termed the "degree of acidity" of the corn. [A burette is a glass tube having graduations marked upon it to indicate the quantity of liquid passed thru a stop cock at the outlet.]

Grain Dealers and Relatives in Europe.

The Misses Ida and Dorothea Schiffelin sisters of P. H. Schiffelin, prominent in the Chicago grain trade, are now in Germany. The last communication from them was received Aug. 3. This letter was written on July 22.

Mr. and Mrs. James A. Patten of Evanston, Ill., have cabled from St. Moritz, Switzerland, that everything where they are is very quiet. They have given no advice as to their intended return. Later they reached Brussels.

Burton F. Hales, pres., of the Northwestern Malt & Grain Co., Chicago, writes of flight from Austria to London upon the breaking out of hostilities. He is accompanied by his wife and daughter, Laura and Miss Grace M. Merchant of Oak Park.

Car with Broken End and Sheathing Loose Coopered by J. G. Goodwin.



An Outside Patch Put on Car by J. G. Goodwin after Same was Loaded with Bulk Grain where Sheathing Sprung at Kansas City.

Seeds

Osborne, O., July 31.—Clover seed crop small.—H. E. Frahn.

Danzig, N. D., Aug. 3.—Flax light crop.—Farmers Elvtr. Co.

Odessa, Mo., Aug. 3.—No timothy seed; will be very little clover.—Milton Varner.

PRACTICALLY no flaxseed this year.—I. M. Bunn, mgr. Farmers Elvtr. Co., Chaffee, N. D.

We have good prospects for row crops, such as milo maize and kafir.—Paul Wright & Co., Optima, Okla.

ALFALFA yielded two good crops this year, the third is a failure.—W. S. Potts Grain Co., per W. S. Potts, Pawnee City Neb.

THE CONDITION of broom corn in the state of Missouri is 90 per cent, that of flax 78 per cent.—Missouri State Board of Agriculture, Columbia, Mo.

C. St. P. M. & O. quotes a rate of 10c on timothy seed from St. Paul, Minneapolis, and Minnesota Transfer, Minn., to Duluth, Minn. effective Aug. 23.

THE SEED GROWERS ASS'N of Idaho has issued thru its sec'y a list of premiums that will be awarded as prizes at the Idaho State Seed Show Dec. 1 to 3.

THE L. TEWELES SEED Co., Milwaukee, Wis., has been incorporated with a capital stock of \$250,000. The incorporators are Ludwig, Hugo, and Max Teweles.

THE W. D. WISE SEED Co. was recently incorporated at El Paso, Tex., with a capital stock of \$30,000. The incorporators are W. D. Wise, Charles Davis and M. J. Murray.

INDIANAPOLIS, IND., Aug. 7.—Clover seed crop in this vicinity will be short account of small acreage. Some new mammoth clover has been hulled and yielded 8 to 5 bus.—Indiana Seed Co.

THE PITTMAN & HARRISON Co., Sherman, Tex., is spending nearly \$40,000 in improvements to its plant. These will include a new building for increasing its handling capacity and a storage system.

THE ELEVATOR of the Funk Bros. Seed Co., Bloomington, Ill., has been recently overhauled. Among the new equipment installed is a safety ball bearing manlift, grain cleaner, dumps, spouting and scales.

THE V. PETERSON ALFALFA SEED Co. will soon establish headquarters at Arbuckle, Cal. V. Peterson is pres. and will be manager. The company expects to handle a large amount of seed from Contra Costa county.

A CARGO of Canadian flax was brot on the steamer Vulcan to Duluth during the last week in July. This is the first Canadian flax shipped by water to this port for a number of years. The flax was unloaded at the Consolidated Elevator "E."

REGISTERED SEED representatives of the progeny of the elite stock seed that was passed by the Canadian Seed Growers Ass'n inspector outyielded ordinary seed, according to L. H. Newman in the Journal of American Soc. Agron., in 1913. Thirty samples of Banner oats grown in Canada showed an average yield of 51 bus. per acre for registered and 43.5 bus. per acre for ordinary seed. The former weighed 41 lbs. per bu. and the latter 35.8 lbs. per bu.

ALSIKE SEED threshing is about completed. The yield was very good tho the acreage was not as large as usual. It is too early to tell anything about the harvest of little red clover, tho at present the outlook is fair.—E. T. Custenborder, of E. T. Custenborder & Co., Sidney, O.

WILL WAR affect clover seed? It might. It looks as if our prices might go to an import basis unless crop turns out better than now expected. Hamburg is the Toledo of Europe. Dealers there handle considerable. If Germany and Russia fight it would make a big difference in Europe with the seed business and would restrict our imports.—C. A. King & Co.

LEXINGTON, KY.—The business of the Central Kentucky Blue Grass Seed Co. has been placed under the same management as the Elmendorf Coal & Feed Co. Mr. Clay Goodloe, who until July 1 was manager of the Central Kentucky Blue Grass Seed Co., has started a new company which he calls the Clay Goodloe Company.—Elmendorf Coal & Feed Co., by John B. Payne, mgr.

EAR CHARACTERS are not correlated with yield in corn. Neither length, weight, circumference nor density of the ear of corn are correlated with the yield according to data compiled from experiments including over 600 ears, by A. G. McCall and C. Wheeler, in Journal American Soc. Agron., 1913, No. 2. The authors make their deductions from ear-to-row test work on the Ohio Experiment Station and a test field at Forest, O.

EXPERIMENTS with hard-coated seeds as noted by K. Muller in a German publication in 1912 showed that increased yields of hay for both red clover and alfalfa could be obtained when the seeds were soaked in water at a temperature of 34 degrees Cent. This was attributed to the more complete germination of the hard seeds. In germinating tests for alfalfa, the seeds that germinated after 10 days were classed as hard-coated. Observations up to the 59th day showed in some cases as high as 84.9 per cent germination of hard-coated seeds.

CORN as shown by the results of testing 226 varieties for a period of 7 years produced 6.47 bus. greater average yield per acre from Kansas grown seed than from imported seed, according to A. M. TenEyck in the Kansas Agricultural Experiment Station bulletin, 1913. In the experiments Mr. TenEyck found that high yields were a matter of breed and variety rather than of color and maturing season; and that even high yielding varieties varied with the year. Kansas-grown seed usually made a lighter yield of stover than seed from other sources.

SEEDS shipments in carload lots as shown in W. H. Hosmer's supplement to circular 1-J will be handled by carriers at Chicago freight houses for a charge of 1 1/4c per 100 pounds, subject to the following conditions: Shipments will be unloaded from cars by carriers and piled in freight houses without sorting, with end of each sack exposed. Delivery will be made on proper orders in the same manner as if delivered from car. No partial deliveries will be made of car lots. Shipments held in freight houses beyond specified free time shall be subject to the usual storage charges or to transfer to public warehouses for storage. Shipments reloaded into cars by carrier, for out-bound movement will be charged for at the rate of 1 1/4 cents per 100 lbs. This rule is effective Sept. 1, 1914.

VITALITY of seed will be retained longer when fresh air is admitted to them even tho they are high in hygroscopic water content. Experiments made by M. Heinrich and recorded in *Landw. Vers. Stat.*, pgs. 289 to 376, show that with free access of air the viability of seeds is not prolonged by previous drying of the seeds. A low water content for seeds stored with air excluded is considered advisable and a low temperature invariably favors the viability of seeds when stored for a long period even tho they contain a high amount of moisture. Old seeds do not show as good results as fresh ones.

NEW YORK, Aug. 1.—American alfalfa seed is not to be had, the third cutting is late and does not promise much seed. Of vetch there is practically none in this country. Many large orders booked for Russian vetch probably cannot be shipped and the farmers will probably have to do without it. Very little of the new crops of crimson clover will be arriving from abroad. We have a few cars arriving next week. For red clover we will have to depend on the home crop. America has large stocks of Kentucky blue grass, and inability to send lots over to Europe will affect prices.—I. L. Radwaner.

LONDON, E. C.—In order to cope with the continued increase in our business we have found it necessary to build a warehouse with offices at 5, 6, 7, and 8 New Martan St., Upper East Smithfield, London, E. We moved into the new offices on July 30. Having offices and warehouse in the same building will enable us to give personal attention to all orders. We are also quite close to the Thames and docks opposite the Port of London Export Loading Station whose branch of the Great Eastern Ry. runs by the side of our warehouse. We have installed the best seed cleaning machinery and have adopted the latest method of analyzing and testing seeds.—C. W. Le May & Co.

TOLEDO, O.—Clover prices are now flirting with the best August prices on record and are subject to fluctuation. The first seed crop is being harvested and arrivals at market centers are expected shortly. At present price seed runs into money fast. Weather is still a big factor. European war situation adds another uncertainty. Prospects now are for only a small crop. Europe is usually called upon to make up the deficiency for home requirements. The carry-over will help this year. Alsike borrowed too much of its strength from clover and a good setback was the result. Alsike yields are turning out large in most sections and conditions do not warrant clover prices. Timothy feels better at home around the \$3 level. Lack of fresh support more than increased offerings was responsible for recent setback in prices.—Southworth & Co.

TRADING in the three clover seed futures has been active, probably the heaviest in December. Most of the buying appears to have been for shorts, many of whom became frightened at the big advances in wheat, but, of course while a foreign war would not create any demand for clover seed, it might prevent some from being shipped to the United States. While some longs took profits there were others who got in at very much lower prices who added to their lines. Their buying made it all the more difficult for shorts to cover. Crop reports are, if anything, worse than a week ago because some of the dry sections are even more dry than they were. We, however, have

had some very favorable reports from sections in the important states, but it is considered the fine prospect in some of the far western states has been cut down.—J. F. Zahn & Co.

WAR affects seeds. There never was a condition like this before. When prices are high, Europe generally exports freely and checks the advance. War in the big seed countries will prevent most of the seed being saved. Large part of it will be cut for hay. There will be no surplus. They could not ship here if they felt so disposed. Large seaboard dealers write us that they doubt if foreigners could send any over here this season. Canada has very poor outlook. It leaves clover seed a domestic proposition with a prospect for a very short crop. This does not mean that prices will advance every day. It indicates high prices during the season. How high will depend upon how the crop turns out. On short crops high price has been generally reached in October, but that was when Europe exported and checked the advance. They will not do that this October. In 1912, October sold up to \$12.40 and in 1911 up to \$12.80. Some predict fifteen dollar seed this fall.—C. A. King & Co.

SEED GERMINATION, as shown by Frank Coversdale at his farm in Delmar, Ia., has been greatly aided by the use of sulphuric acid. In various experiments Mr. Coversdale found that this is one of the best methods of removing the hard flinty covering on sweet clover seed. He found as high as 90 per cent of the seeds fertile. His process is to mix a half gallon of pure sulphuric acid with one and one-half to two bushels of hulled sweet clover seed and allow it to stand 35 minutes. An earthen vessel or granitized ware is used to prevent action of the acid on the vessel. At the end of the stated time the seed is washed in running water, an old bath tub being used. A concrete trough is ideal. Litmus paper in the last water shows if all the acid has been washed out. If the paper turns pink or reddish there is still much acid present and its action will kill the seed in time unless removed. The rinsing finished, the seed is spread out on a drying floor for six hours. When it has dried it is either stored for future use or else inoculated for immediate planting.

NEW YORK, Aug. 4.—Not reflecting on the affect war conditions in Europe have on the market tendency of imported seeds, the market rules as follows: Alfalfa has had the expected advance as Hamburg stocks are entirely exhausted which has not been appreciated by all those concerned. The demand has been very heavy and the advance in price has been paid. After crimson clover declined almost daily on account of short selling by French dealers, the market advanced very rapidly during two days on account of the covering of a few shorts in France, who have had to do so with very heavy losses. The reports from Europe on red clover were favorable almost from all states although not very much can be said as the first cut was in progress during the middle of July while the seed crop is taken from the second cut. New crop white clover shows excellent qualities, and prices have been declining, as weather conditions have likewise improved the outlook for a good yield. Earlier than in former years America has been desirous of transacting on this article and in fact quite a few transactions have been made already. In regard to the alsike crop there seems to be a

unanimous sentiment that Europe will have to quote higher prices on this crop than last year. Now that war has been declared in Europe conditions have changed quite considerably. Stock goods of imported seed, of whatever description, are held for highest possible prices and inquiries from all parts of the country demand stock goods as there is no possibility whatsoever just at present for European exporters to effect shipments. In our estimation not more than about 6,000 sacks of the new crop crimson clover seed will be landed in this country, considering the goods which have already arrived and which are afloat. Further shipments from Europe have been suspended and quotations on foreign seed will very likely not be cabled to this country, or only of a nominal character.—Loewith, Larsen & Co.

Flaxseed Movement in July.

Receipts and shipments of flaxseed at the various markets during July; compared with July, 1913, were in bushels as follows:

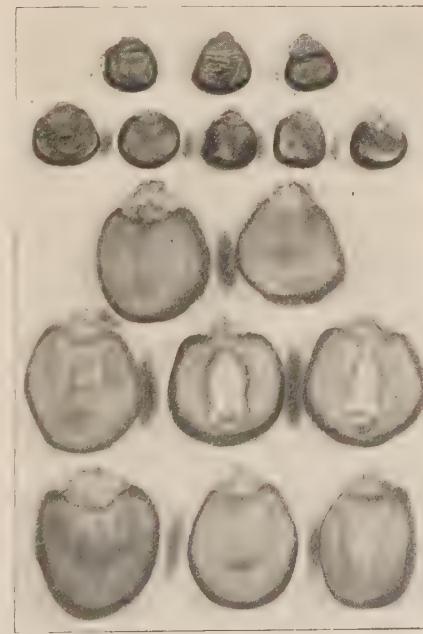
	Receipts,	Shipments,		
	1914.	1913.	1914.	1913.
Duluth	593,206	1,758,000	208,730	2,693,791
Minn. Mills	152,800	319,750	.....	.....
Chicago	51,000	155,000	.....	.....
Milw. Kee	38,720	48,000	.....	.....
Can. City	7,000	1,000	3,000	.....

Seed Trade and War.

NEW YORK, Aug. 1.—In view of the panic abroad, we find it necessary to inform the trade of the situation.

Our latest cables report business temporarily suspended. Today we have not received any cables from abroad at all, in answer to our inquiries. Liefmann cabled yesterday withdrawing all offers until further notice. The consequences of this general mix-up will be far-reaching.

Should the situation be modified and the European nations come to an agreement without conflict, things will be in good shape, say, in about three weeks. But we must not forget that the general mobilization of armies has taken many men away from their occupation, and we must figure on delays and higher markets. Should it come to actual warfare the import business will be completely demoralized.



Argentine and Peruvian Corn.

If purchases are not delivered, the market will be affected in its trade, and our articles alfalfa, vetch and crimson clover also.

We have only a few cars of each of the above mentioned articles on spot in New York or due to arrive in four to five days, goods afloat. But, our goods and the lots of other parties arriving will hardly be enough to supply the demand. Consequently, we look for higher prices. We fear an almost total suspension of foreign commerce.—I. L. Radwaner.

South American Corn.

North America probably has nothing to equal the large kernels of corn from Peru, shown in the engraving herewith. The eight kernels weigh 150 grains or 9.7 metric grams. The largest one weighs 25 grains and measures $\frac{7}{8}$ inch in length, $\frac{3}{4}$ inch across and $\frac{5}{16}$ inch in thickness. These were grown at Cuzco, the ancient capital of the Inca princes, who ruled South America before Pizarro's invasion. It is said to be the same kind of corn grown by the Incas. The climate is that of an elevated plateau, 200 miles from the Pacific Ocean.

In the same engraving are shown eight kernels of Argentine corn grown on the opposite side of the Andes. These eight weigh 32 grains, the largest 6 grains only, against 25 grains, the weight of the large kernel of Inca corn. The kernels of Peruvian corn are flattened, starchy, opaque, pale white in color with a semi-matt surface. The kernels of Argentine corn are rounded, glutinous, extremely hard, translucent, bright yellow in color with a lustrous surface. For the sample of Peruvian corn we are indebted to the Wilser Grain Co.

Maize is cultivated in every department of Peru except at the highest elevations. It furnishes the Indian's chief food and drink. The native Chicha, once the favorite beverage of the Incas, is made from corn.

The valley of Chancay is famous for its maize, the production of this district alone amounting to 10,000 tons annually, the Cuzco enjoys the reputation of growing the largest maize in the world.

Peruvian maize won a gold medal at the St. Louis exposition in 1906. Interest has been revived in the South American corn by the removal of the duty and the early opening of the Panama Canal. The Peruvian Consul at Chicago, Mr. Hiram J. Slifer, who has resided for years in the Andean country and in Mexico, is an enthusiast on the possibilities of agriculture in Peru. Cotton there grows on trees 12 to 15 ft. high, instead of the knee-high bush we find in Louisiana. On account of the prohibitive freight rates Mr. Slifer believes imports of corn from Peru into the United States are impossible until after the opening of the Panama Canal, when a large trade will be opened.

THE MAN who has horse sense seldom feels his oats.

A SHIPMENT of Manchurian corn is being held at Seattle by government officials because it is infested with weevil. This is the first shipment since the removal of the tariff. The cargo weighs 1,000 tons. Prof. Kincaid inspected the corn on July 23 and believes that the weevil is harmless. He thinks that it will be killed by fumigation.

Grain Carriers

FEDERAL and state co-operation in building a canal between Lockport and Utica, Ill., is proposed by Governor Dunne of Illinois.

THE INTRASTATE grain rates of South Dakota will be investigated by the State Railway Commission on Sept. 1 and 2 at a hearing at Aberdeen.

FOR ALLEGED FAILURE to carry grain as promised the Stinchcomb Grain Co., of Oklahoma City, Okla., has filed suit against the Southern Ry. asking for \$1,229.70 damages.

NEW ENGLAND is surely having her trouble with leaky cars. This is a very troublesome affair and should be made right or better at any rate.—Cressy & Co., Concord, N. H.

THIRTY SELFPROPELLED barges intended for use on the canal between Buffalo and New York have been contracted for. The barges will cost \$1,800,000 and will carry both express and freight.

STEAMSHIP companies are now quoting a rate of 30c per 100 pounds on barley from San Francisco to Atlantic ports.—T. C. Friedlander, sec'y Grain Trade Ass'n, San Francisco, Cal.

A 10 PER CENT increase in rates will be asked for by Western railroads according to reports now current. It is expected that they will file petitions with the Interstate Commerce Commission to that effect soon.

WHEAT LOADING on the Missouri Pacific-Iron Mountain Ry. is heavier this year than ever before. On July 20, 655 cars were loaded, as against 362 the same day of last year. The heavy movement began about July 10 this year.

THE CANCELLATION of the reshipping rate basis on grain and grain products from Milwaukee via Chicago to eastern points has been suspended by the Interstate Commerce Commission until Nov. 29. The tariff which was issued by Eugene Morris, agent Chicago, was to have become effective Aug. 1.

REPARATION amounting to \$138.57 with interest was awarded the R. E. Downie Pole Co. for damages sustained by reason of refusal of the Northern Pacific Railway to furnish cars except on certain conditions as to routing. The order allowing the reparation was issued recently by the Interstate Commerce Commission.

THE POMERENE BILL recently passed by the Senate is favored by the Milwaukee Chamber of Commerce. Recently the manager of the Freight Department of the Chamber sent a message to the House Com'mt on interstate and foreign commerce urging the support of the com'mt for the bill. Every shipper should get busy.

THE THIRD LOCK now under construction at Sault Ste. Marie will be completed by Sept. 1, if the present progress is maintained. Water has already been turned in the approaches at both ends and there now remains only a little work for the completion of the lock. Two of the largest lake vessels will be accommodated by the lock at the same time and it is not expected that after completion any American vessel will need to use the Canadian lock. A fourth lock will be completed next year.

A SWITCHING CHARGE of \$2.50 per car is complained of as being unlawful by the San Francisco Chamber of Commerce in a suit filed with the Interstate Commerce Commission recently. The complaint covers the receipt and delivery of carload freight from and to industry tracks located within the respective carriers' railroad yards at San Francisco and elsewhere in California.

THE TOTAL CAR SURPLUS was 88,998 cars on Aug. 1, compared with 228,384 cars on July 15 and 69,716 cars on Aug. 1, 1913, according to the report of the American Railway Ass'n. This is the largest surplus at this time of year since 1909. It is a decrease of approximately 29,000 cars since July 5. The decrease is most marked in the grain producing states and on the Pacific coast. In Canada there is a decided increase.

TO AVOID paralysis of European export trade, the House of Representatives has amended the Panama Act making the registry of foreign vessels under the American flag easier and the Senate passed a bill providing for the use of United States naval vessels for the handling of mails, passengers and freight. The action was taken in view of the fact that 86 per cent of the United States export trade is carried in foreign bottoms.

THE THREATENED STRIKE of enginemen on the western railroads of the United States has been averted by the consent of the managers' com'mt representing the railroads to arbitrate. The concession was made on Aug. 3 and Aug. 7 was set as the date for the actual arbitration. Though it is not yet known what will be the exact terms of the arbitration agreement it is generally conceded that the enginemen will be granted their demands.

GRAIN RATES from the points on the N. P. Ry. west of Billings, Mont., will be the same hereafter to Omaha, Neb., as they are to Minneapolis, Minn., from the same points of origin, as the result of an order issued by the Interstate Commerce Commission July 29 in the case of the Omaha Grain Exchange against the C. M. & St. P. and other Rys., involving rates on grain from the Northwest. The rates apply over the C. B. & Q.

CONTRACTS for piers 38 and 40 on the south wharves along the Delaware River front have been let by the City of Philadelphia. The piers will be 560 by 180 feet and will be connected by a bulkhead shed 30 feet long. They will also be joined with the P. & R. Ry. pier 36 by a bulkhead shed. The piers will be equipped with electrically driven cargo handling apparatus and have a track running their entire length. They will cost \$458,700.

A 2c DIFFERENTIAL under the Cincinnati rate on grain products and feedstuffs out of Memphis to South Carolina points has been recently re-established by the Interstate Commerce Commission. This rate will mean a 6c reduction on Memphis shipments and will allow that city to compete with the central grain states for the South Carolina territory. It will also give Memphis a rate 2c under Cincinnati and Louisville, 4c under Evansville and Cairo, and 6c under St. Louis. The reduction came as the result of a fight waged by the Memphis Merchants' Exchange under the direction of C. B. Stafford, hay and grain traffic commissioner. The differential rate has been in force for 30 years previous to June 20 of this year, when certain rate changes from Ohio River points gave Cincinnati the advantage.

AN EMBARGO on grain shipments between Chicago and intermediate points destined to New Orleans was imposed by the I. C. Ry. Aug. 5. Reports from the southern port state that the elevators in that city are jammed and hundreds of cars are on the tracks unable to be unloaded. Despatches also state that similar action has been taken by the officials of the T. & P. Ry. Efforts are being made to obtain an opening of ocean transportation.

THE GRAIN EMBARGO which was placed on the port of Galveston by the A. T. & S. F. Ry. in the latter part of July because of the port being unable to handle the grain was extended until Aug. 7 because of the excitement and uncertainty existing among the steamship companies on account of the war condition in Europe. The railroad officials had announced that the embargo would be lifted Aug. 1, but changed their decision after a meeting in Topeka, Kan., on that day.

FREIGHT REFUNDS amounting to approximately \$100,000 are being asked from the N. P. and G. N. Rys. in a suit recently filed by leading elevator companies of Minneapolis. The complaint is made for excess freight charges made on coal and grain between June 1, 1907, and June 26, 1913. The shipments were made from Minnesota points to Duluth and Superior. Among the plaintiffs are the Northwestern Elvtr. Co., St. Anthony & Dakota Elvtr. Co., Monarch Elvtr. Co., and Duluth Elvtr. Co.

FREE PASSES are the most insidious means of menacing the institutions of this country, according to information compiled by the Interstate Commerce Commission in a preliminary report to the United States Senate. Lists of pass holders show that the carriers of the country dip into practically every domain of private and public life in this way and while the holders would not sell their influence for a money bribe they will give it in their various activities of life in return for this trifling bribe.

THE NEW BRANCH line of the N. P. between Wenatchee and Oroville, Wash., this season will haul 250,000 bus. wheat and 1,000 tons oats according to the estimate of Chas. D. Brown of Chelan Falls, Wash. Mr. Brown, with L. L. Brown and H. P. Chapman, has just completed a tour of the section covered by the new road and says that many of the fields will yield 40 bus. to the acre, though he places a conservative average yield of 25 bus. per acre. A great part of the yield will be hauled by the new road, he thinks, but perhaps not all.

THE MILLING-IN-TRANSIT charge of $\frac{1}{2}$ c per 100 lbs. and the charges for out-of-line and back-haul movement on grain to the milling point, in connection with shipments milled in transit as enforced by the L. S. & M. S. Ry. and as complained of to the Interstate Commerce Commission by F. W. Stock & Sons of Hillsdale, Mich., were not found to be discriminatory and unreasonable. The case was dismissed. The complainant, which has mills at Hillsdale and Litchfield, Mich., both on the L. S. & M. S. Ry., draws its grain from Michigan, Illinois and Indiana, and ships to eastern territory, principally. The contention was that west of the Mississippi the milling-in-transit privilege was allowed there the traffic is lighter and that the carriers complained against permit stoppage in transit for the purpose of elevation, cleaning and storage without charge and should therefore allow a milling-in-transit privilege.

COMMODITY rates on grain seed and broom corn between Wichita, Kan., and points on the C. & O. W. Ry. were found to be unreasonable by the Interstate Commerce Commission in the case of the Wichita Business Ass'n vs. the Clinton & Oklahoma Western Ry. The complainants alleged in their complaint that the rates in question were unjustly discriminatory in favor of St. Louis, Kansas City, Mo., Oklahoma City, Okla., and other commercial centers. The Commission ordered that a tariff containing reasonable rates be put in force.

ANOTHER BRANCH office of the Interstate Commerce Commission has been established at St. Louis with S. F. Fowler, as commission examiner, in charge. The new office will have jurisdiction over the section of the country east of the western boundary of Colorado, north of the Gulf of Mexico, and west of the eastern boundary of Tennessee, excepting a portion of Illinois and Iowa and states north. This is the fifth office established recently, the others being in New York, Chicago, St. Paul and San Francisco. The new office is expected to expedite business greatly and do away with the delay in hearings.

VIOLATION of the interstate commerce law and the Elkins act by the giving of rebates was the charge brought against W. C. Brown, former pres., John Carstensen, vice-pres., and Richard M. Huddleston, auditor, of the N. Y. C. Ry., and Thomas J. O'Gara, former pres., and Wm. A. Brewerton, sec'y, of the O'Gara Coal Co., in three indictments returned by the federal grand jury July 31. The defendants are charged with having granted extensions of time in the paying of freight bills. This is claimed to be a less or different compensation than that published in the tariffs, consequently a violation of the law. The defendants are also charged with loaning the coal company \$500,000, a part of which was not carried on the books and was considered a rebate.

THE WITHDRAWAL OF ELEVATION allowances of $\frac{1}{4}$ c per bu. on grain shipments from St. Louis and East St. Louis by the I. C. and L. & N. Rys. is justifiable according to an investigation and subsequent order issued by the Interstate Commerce Commission recently. In the investigation the carriers contended that the elevation of grain at St. Louis and East St. Louis was not necessary on the Evansville business. They also contended that the proportional out of which the allowance is made is a forced rate. The gross revenue is \$16.50, exclusive of the allowance and switching charges. Where grain is handled to St. Louis and East St. Louis, reshipped to Evansville and thence to the southeast or Mississippi Valley territory the refund sometimes results in a deficit. The St. Louis Merchants Exchange, as complainant, replied to this claim by the carriers that in case the carrier elects to make this equalization at Evansville it should not charge it all to the proportion of the road from East St. Louis. The Commission ruled that the issue was the elevation allowance at St. Louis, and East St. Louis as related to the proportional rate from which the refund is made. The report of the Commission was made by Commissioner McChord.

Railroads Get Rate Increase.

An increase of certain freight rates was allowed to the railroads in the territory between the Mississippi River and Buffalo and Pittsburgh by the Interstate Commerce Commission in its opinion made public Aug. 2. The opinion is the result of the petition on the part of the railroads operating in eastern territory for a 5 per cent increase in rates and will effect what is known as Central Freight Ass'n Territory. The 5 per cent increase of charges asked by the railroads east of Buffalo and Pittsburgh in trunk line and New England territory was disallowed.

The increase is expected to swell the incomes of the railroads operating in this territory by $1\frac{1}{2}$ per cent and on class and commodity freight to average even higher than 5 per cent as a result of the readjustment of the schedules prescribed by the Commission.

The report, which was written by Commissioner Harlan, is assented to by all but two of the commissioners and outlines the principal points of contention. Its more important features are significant to the grain trade.

The contention of the railroads that their revenues under the present scale of rates are inadequate is sustained, the Commission saying that the operating income of the railroads in official classification territory, taken as a whole, is smaller than is demanded in the interests of both the general public and the railroads.

The Commission states that the carriers operating the Central Freight Ass'n territory are entitled to an increase not exceeding 5 per cent on all class and commodity rates on shipments wholly within that territory, except the rates on coal, coke, iron ore, cement, brick, tile, clay, starch and plaster as to which the carriers did not sustain their burden of proof, and any rates which are controlled by specific unexpired orders of the Commission. The proposed increase in lake and rail rates and in rates between Central Freight Ass'n territory and other portions of official classification territory are disallowed. The effect of the findings is also to disallow the application of the proposed minimum increase of 5 cents a ton on those commodities for which a charge is now made of less than a dollar a ton. This minimum increase in some instances would have resulted in increasing rates as much as 25 to 50 per cent.

The suggestion is made that "all railroads in official classification territory should ascertain to what extent . . . special services now being rendered by the carriers to shippers for which no special charge, or a noncompensatory charge, is made . . . constitute an unjust burden upon the carriers or result in unjust discrimination among the shippers."

In regard to special services the report goes further and shows how the individual roads act in the allowance of free time for loading or unloading carload freight; collecting and delivering freight; storing freight; labor for loading and unloading carload freight, and reconsigning carload freight.

The revenue from private cars handled free during 1913 on 88 roads at tariff rates would have amounted to \$644,250.

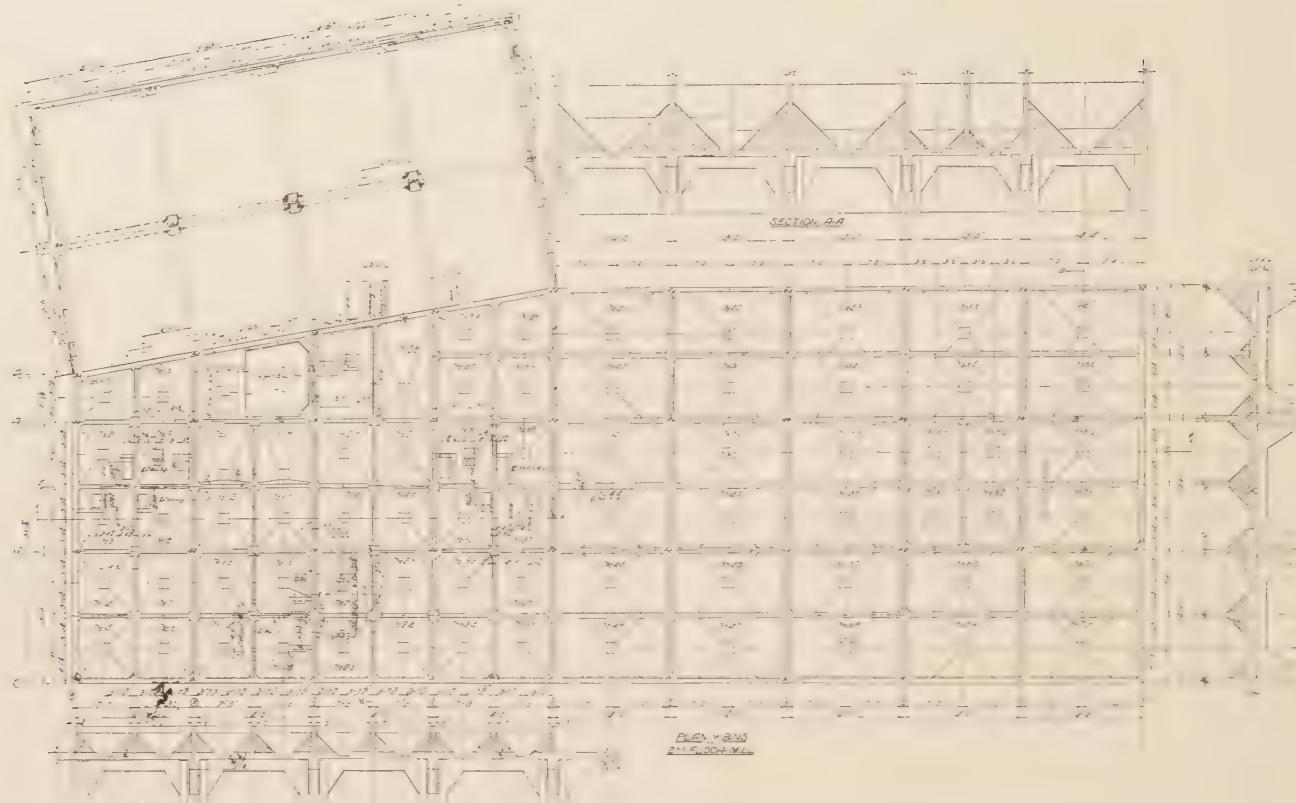
Another important suggestion offered in the report is that an investigation be made with a view to determining to what extent the cost of construction or of acquiring properties or capital or of operation is being increased thru the holding by directors, officers or employees of the interests in other concerns with which the carrier has dealings. The compilation from

answers to the Commission's questions on this subject show that a considerable proportion of the officers and directors of railroad companies have interests in such concerns, including locomotive works, car manufacturing companies, steel and iron works, coal mines, wire works, bridge companies, manufactories of railroad appliances, oil companies, warehouse companies, surety companies, railway publishing houses and trust companies.

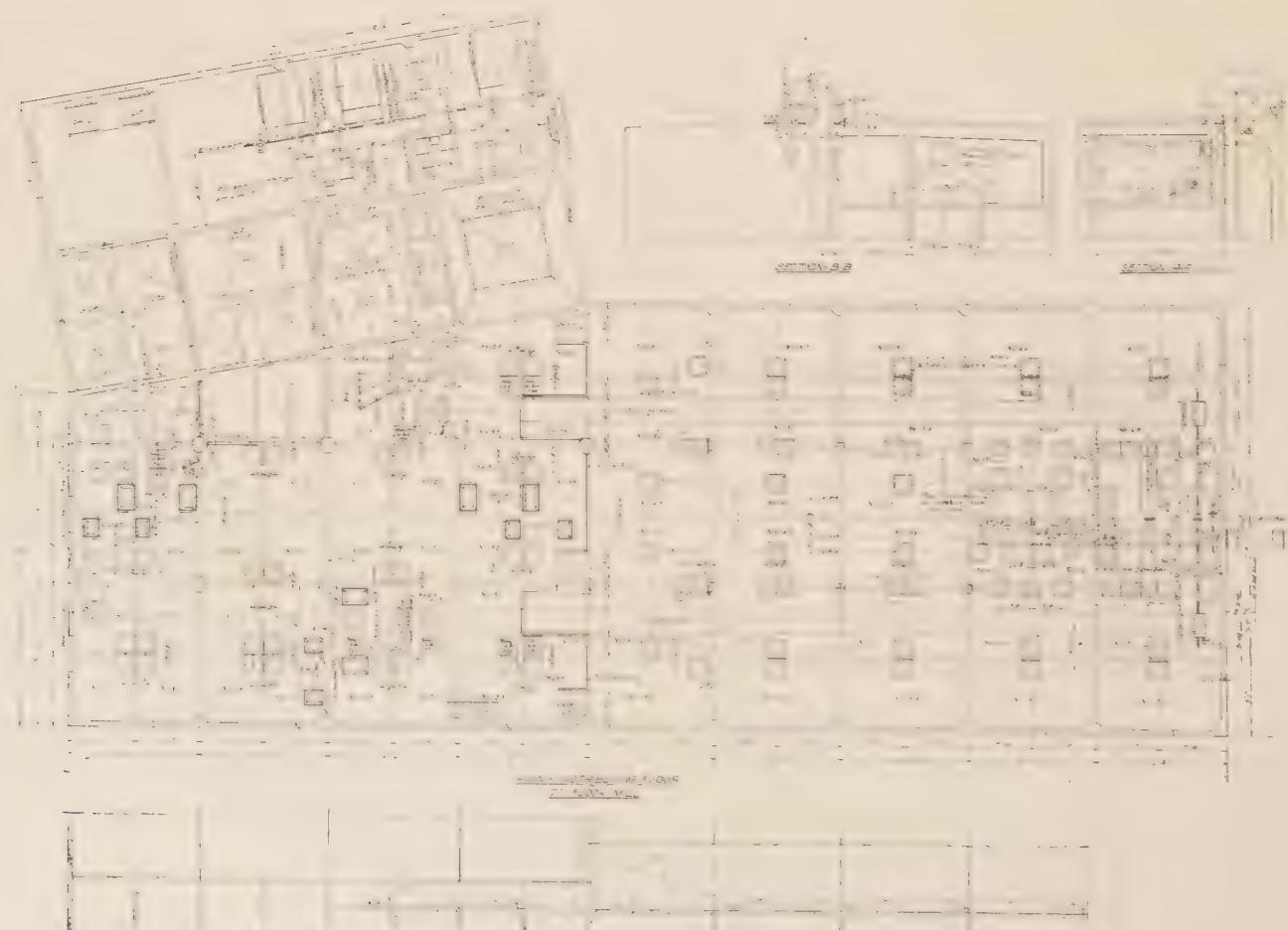
THE NATIONAL INDUSTRIAL Traffic League will hold its summer meeting at the Copley-Plaza Hotel at Boston, Mass., Aug. 12 to 15. Among the interesting topics to be discussed will be, "Publicity of Embargo Notices," "Unnecessary Tracing of Freight," "Standard Forms for Presentation of Claims," "Standard Form of Freight Bill," "Uniform Classification" as reported by a special com'ite and "Tariffs Providing Charges for Spotting of Cars on Private Sidings." Invitations are now being sent to every one interested urging them to bring others. A number of interesting social affairs have been planned.

RATES ON GRAIN and grain products from points in Kansas and Oklahoma to Kaufman, Tex., were found to be unduly prejudicial and discriminatory in a recent decision of the Interstate Commerce Commission. The commission prescribed that rates not in excess of those contemporaneously in effect to Terrell, Tex., a town near Kaufman, should be put into effect. The complaint was made by the Kaufman Commercial Club against all the carriers operating in that territory. Previously the state of Texas was divided into sections in such a way that Kaufman was subjected to rates varying from 4 to $11\frac{1}{2}$ c per 100 on shipments than to town near by.

CARS when furnished in different sizes than ordered via the C. M. & St. P. and C. R. I. & P. Rys. as shown in W. H. Hosmer's supplement 30 to circular 1-J are subject to the following rule in assessing charges: When carrier cannot furnish car of capacity or dimensions ordered by shippers, and for its own convenience furnishes a car of greater capacity or dimensions than the one ordered by shipper, such car may be used on the basis of the minimum carload weight, provided to apply on size or carrying capacity of car ordered by shipper, but in no case less than actual weight; the capacity or dimensions of car ordered, number of order and date of same to be shown in each instance on the bill of lading and the carrier's way-bill. This rule will not apply when shippers order cars of capacity or dimensions not in general service, and for this purpose it will be understood that the box cars in general service are of the following capacities, viz.: 40,000; 50,000; 60,000; 70,000; 80,000 pounds. This rule will not apply as to cars other than box cars when shipments tendered could not have been loaded into or upon car of the size or carrying capacity ordered. This rule will apply to box cars as follows: Where shipments actually weigh 10% or less greater than the capacity of car ordered, the minimum weight shall be that applicable to the car ordered; when shipments actually weigh in excess of 10% greater than the capacity of car ordered, the minimum weight shall be that applicable to the car in general service, the capacity of which is next greater than the capacity of car ordered. This tariff will become effective Sept. 1, 1914.



Plan of Bins and Second Floor of Mill.

Plan of Distributing Floor and 7th Floor of Mill in New Elevator and Feed Milling Plant of the J. J. Badenoch Co. at Chicago.
[See pages 229, 230 and 231.]

Badenoch's New Elevator at Chicago.

The new grain elevator and feed mill of the J. J. Badenoch Co., at Chicago, is a splendid example of intelligent co-operation between the designing engineers and the operators of a grain handling and manufacturing plant. Correct weights, rapid handling of material, safety from fire, economy of labor, power and equipment for turning out guaranteed products have been assured in the new plant, shown in the engravings herewith, and designed by the Stephens Engineering Co. This house contains a greater number of bins than any other house of its size in the world, but the engineers by a close study of the requirements have been able to reduce the amount of machinery to a minimum considering the service performed. Mr. Badenoch has spared no expense to make his new plant up-to-date in every respect.

Three times during the 41 years that the firm has been engaged in the grain and milling business it has had disastrous fires, causing great loss by the interruption of business. It was decided that no such loss as that suffered by the fire of Aug. 16, 1912, should again occur. Not a stick of wood has been used in the new plant, in the floors, doors, roofs or machines. The steel doors alone cost \$10,000.

Two tracks run into the building and four extend beyond, giving trackage for forty cars. The location brings the plant within the Western Avenue yards of the C. B. & Q., the largest switching yard

in Chicago reached directly by 14 railroads. An example of the facility with which cars are switched is a purchase of a car of oats on the floor of the Board of Trade at 1:00 o'clock p. m., on the Illinois Central Railroad and delivered to the elevator for unloading at 7 a. m. the next day.

The site is a triangular piece of ground owned by Mr. Badenoch, and was the site of his elevator that burned last year. One side of the triangle is the Chicago, Burlington & Quincy Railroad right of way, from which tracks run into the elevator, and give switching connection to every railroad. The plant comprises a working house in the center, storage annex to east, track shed to north, feed mill over track shed, steel dust house west of mill, drier building and power plant west of working house, with the bleaching plant at east end of storage annex.

THE WORKING HOUSE is 58 ft. 4 ins. by 37 ft. 1 $\frac{1}{2}$ ins. at west end and 47 ft. 2 ins. at east end, and 160 ft. 9 ins. high from base of rail to ridge of cupola roof, constructed of reinforced concrete on foundation caissons of concrete extending down to bed rock. In the working house are a basement, work floor, a 3-story cupola and 40 rectangular bins, each of approximately 2,500 bus. capacity.

From the 4 track pits the two receiving belt conveyors Nos. 1 and 2 carry grain to receiving legs Nos. 1 and 2, each leg having a capacity of 10,000 bus. per hour. These legs and the transfer leg discharge into either of the two 2,000-bu. garners to the two 96,000-lb. hopper scales, the grain

going thence thru two special telescoping trolley spouts to the bins or to the two 30-inch belt conveyors Nos. 3 and 4 to the storage annex or to the two 12-inch spouts to sacking bins, two 12-inch shipping spouts or 12-inch spout to drier. The transfer leg also reaches by by-pass spout to the boot and two spouts to the feed mill.

While grain is being unloaded thru the four track pits the facilities are such that sacked oats can be loaded into one car, poultry feed into another and bulk oats into another simultaneously and independently. From the two special sacking bins and floors the sacks are dropped into car or wagon without trucking.

The cleaner legs are three in number and have connecting spouts. A 24-inch belt conveyor transfers sacked feed from mill to wagons. On the work floor are two warehouse and elevator separators and an oat clipper with a 48-inch aspirator. On the scale floor is the weighman's office. Circular stairs, manlift and freight elevator extend from basement to top floor of mill.

THE STORAGE ANNEX is 70 ft. 4 ins. by 47 ft. 2 ins., and 92 ft. 9 ins. high, comprising a basement, first story, 26 rectangular bins of approximately 4,800 bus. capacity each, and 7 bins of 2,400 bus. capacity, these 7 bins being intended to serve and receive grain from the bleacher plant and are hopped to be self-cleaning. The cupola is 9 ft. 6 ins. high.

Grain is carried to the storage bins by two belt conveyors, Nos. 3 and 4, 30-inch,



New Elevator and Feed Mill of J. J. Badenoch Co. at Chicago, Ill.

The GRAIN DEALERS JOURNAL.

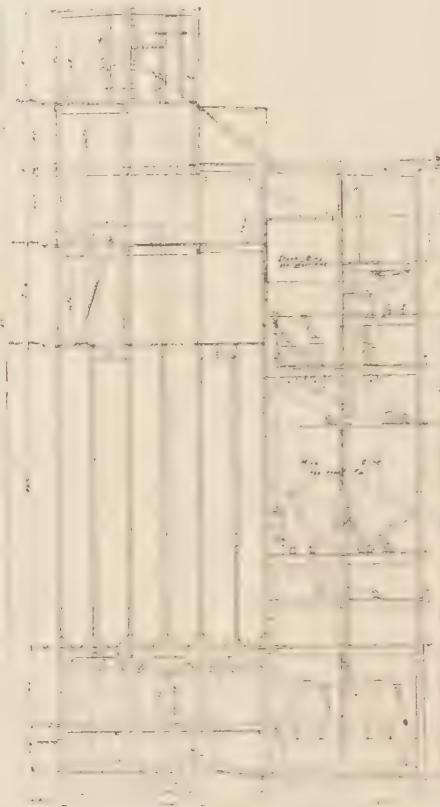
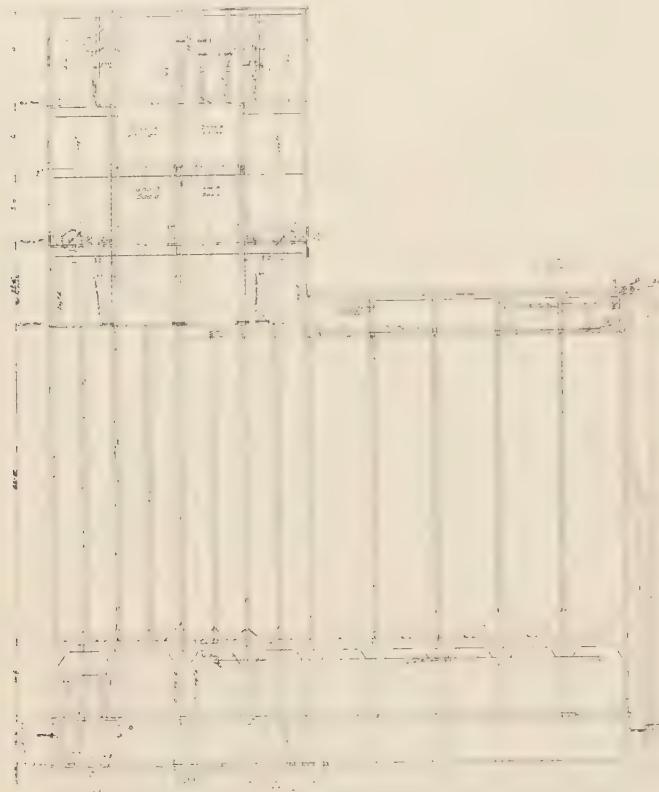
and distributed by two 2-pulley trippers and spouts. Grain for bleaching is carried from either tripper by means of two short 16-inch screw conveyors to the bleacher bin. From the bleacher bin it is spouted to the bleacher tower and returned by elevator leg at the east end of the storage annex to the 16-inch screw

conveyor which distributes the grain to the 6 bins reserved for bleached grain.

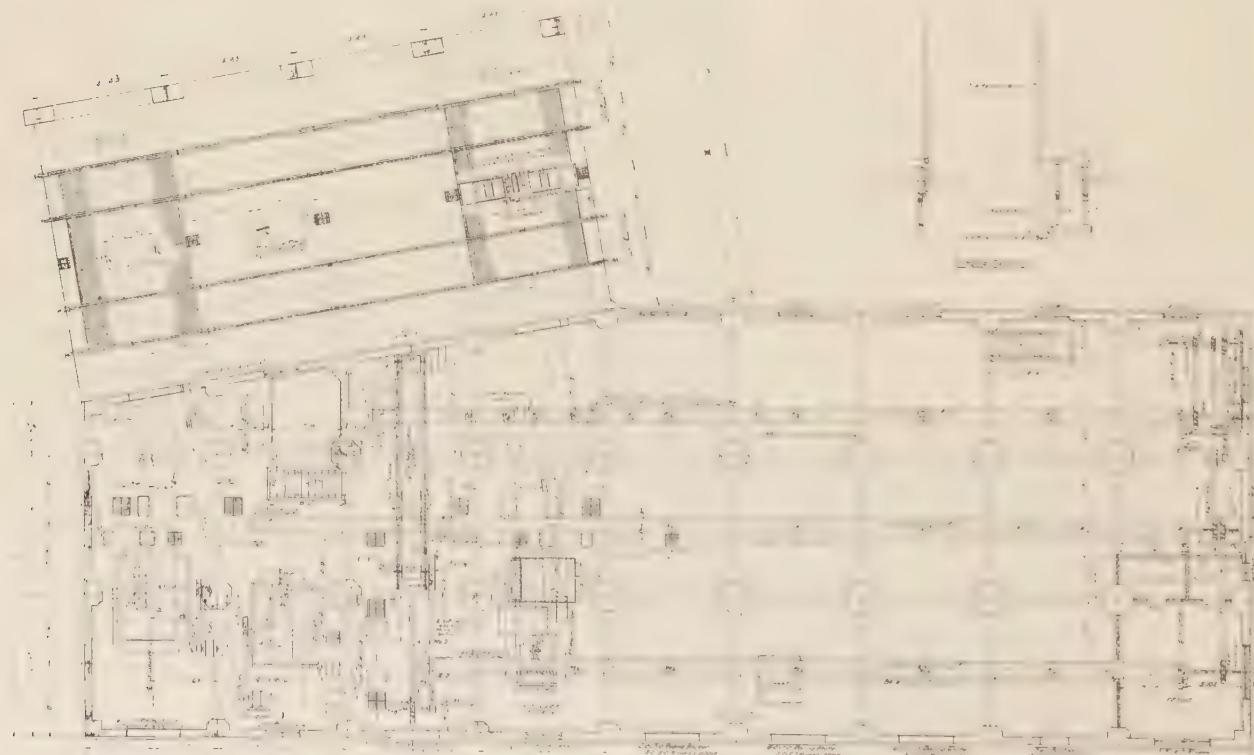
From the storage bins grain is spouted to three 16-inch screw conveyors discharging to the transfer leg or to legs Nos. 2 and 5. Eight of the storage bins are provided with turnheads and spouts so as to reach either the screw conveyor

or to spout directly to receiving leg No. 2 or cleaner leg No. 5. Four additional bins have turnheads reaching screw conveyor and wagon spouts. The wagon scale is in front of the superintendent's office.

The 136 bins have a storage capacity of 225,000 bus., experience having demon-



Longitudinal Section Thru Storage and Working House. Cross Section Thru Mill, Working House and Track Shed. Section Plans of New Elevator of J. J. Badenoch Co. at Chicago. [For description see pages 228, 229, 230 and 231.]



First Floor and Track Shed Plans of New Elevator of J. J. Badenoch Co. at Chicago. [See pages 228, 229, 230 and 231.]

strated that a large number of small bins is indispensable to a business of this kind to keep different raw materials and finished products separate. Besides a heavy local trade the firm ships south and east to the seaboard.

THE DRIER BUILDING is of concrete, its equipment comprising 1,500 bu. garner, 750-bu. Morris drier and 750-bu. cooler. The cyclone room contains 2 cyclones to receive dust from the two warehouse separators and discharge to suction line leading to intake of 40-inch steel plate planing mill exhaust, which will deliver the dust to cyclone over dust bin. At the floor of cyclone room is a sweeper connection.

THE FEED MILL is 8 stories high and has two tiers of hopped steel bins, each tier of approximately 12,500 bus. capacity, being equipped with reels, aspirators, dust collectors, mustard machines, single and double roller mills, an attrition mill, manufacturing conveyors, feeders, fans, No. 8 Monitor special shaking shoe and aspirator attached, automatic bagging scale, sewing machine and necessary elevating legs. Two telescoping spouts distribute grain from transfer leg into the upper set of bins, and a complete set of steel spouts is provided to convey grain and various mill products to and from the bins and machines.

The stock floor of the feed mill is extended 27 ft. to the west to hold the dust house and sacking bins of steel framing covered with galvanized corrugated steel siding. The two sacking bins are of 1,800 bus. capacity each, and provided with sacking spouts and hinged bag chute to the cars. The dust house is equipped with four 1,200 bu. hoppers of steel discharging into two car loading hoppers and spouts.

A complete intercommunicating telephone system has been installed. Lighting is by 228 electric lamps. All elevator leg casings are of steel. All elevator buckets are of the Rialto type of No. 24 steel, and the bleacher buckets were galvanized after being made. The equipment includes one No. 11 direct connected motor driven Monitor Oat Clipper with special cone separator; one No. 4 counterbalanced Barnard & Leas Elevator Separator; one No. 9 Monitor Warehouse and Oat Separator; 5,000-lb. dormant scale on first floor; 3-bu. automatic bagging scale; steel tubular boiler 72 ins. by 18 ft.; Radial Car Puller in basement and two pairs of Clark Power Shovels. Gate outlets of receiving sinks are interlockingly controlled.

In each garner is a 9x15-inch ventilator of steel extending from the bottom of the hopper to within 12 ins. of the machinery floor line to return the air displaced by the downward movement of the grain from the scale hopper to the garner, the upper end protected by a screen to prevent dropping from leg spout directly into scale hopper.

The equipment of the feed mill comprises 7 hexagonal reels for corn, kafir corn, wheat and flax; 3 aspirators for coarse and fine cracked corn, wheat and kafir corn, of the Beall Automatic type; one 10x36 double roller mill for corn, 9x30 single roller mill for kafir and wheat; 7x14 double roller mill for flax; 16-inch ball bearing attrition mill, two mustard machines; a feed mixer; scalping shoe; 10-ft. high Invincible Needle Machine and magnetic separators. A bag chute runs from second floor of feed mill to the 24-inch bag conveyor and a swinging chute from this conveyor to wagons. A bag

chute also extends from second floor of feed mill to first floor of storage annex.

Altho housing is provided for a steam power plant and a fine concrete smokestack has been erected the power will be furnished by a commercial electric company by a 220-volt alternating current, of 60 cycles and 3 phases, going to motors on three circuits. On one circuit are 2 15-h.p. motors for cleaners; 1 75-h. for clipper; 2 3-h. for bag conveyor; 2 5-h. for belt conveyor; 1 40-h. for car puller; 1 20-h. for screw conveyor; 1 5-h. for bleacher; 2 7½-h. for shovels; 1 10-h. for dust collectors; 1 50-h. for drier plant. On a second circuit are 3 15-h.p. for cleaner elevators on scale floor; 3 50-h. for main elevators on head floor; 1 35-h. for belt conveyors and bleaching plant; 1 10-h. for freight elevator. On the third circuit are 3 motors of 10-h.p., 3 of 35 and 1 of 2-h.p. On the 6th floor are 2 10-h.p. and 1 3-h.p.; on 4th floor 1 15-h.p. and 1 5-h.p. The feed mill motors are 1 of 15-h.p., 1 35-h.p., 6 10-h.p., 1 3-h.p. and 1 5-h.p.

The power transmission and conveying machinery and manlift were furnished by the H. W. Caldwell & Son Co., the attrition mill by Sprout, Waldron & Co., the two automatic scales by the Richardson Scale Co., the dust collecting system by the Day Company and the intercommunicating telephone system by the Western Electric Co.

RUSSIA will construct 58 grain elevators in the Cossack Province of the North Caucasus soon unless the present war situation causes a change in plans. The elevators were sanctioned by the Imperial Senate recently.

NEW OATS are now arriving daily at Buffalo and a good cash demand exists at present. The weight of the new oats is light, but the quality is good. A short crop seems assured, and we therefore suggest consignments, as a steady market seems probable, and consignors of cash oats can obtain higher prices, which will be paid for better grades than No. 3 whites.—Urmston-Harting Grain Co.

A CARGO of Argentine corn was recently refused at Philadelphia by the pure food inspectors on the ground that it was not fit to be sold as food. The food inspectors claim that the corn was shipped too green and that the chemical action resulting caused it to deteriorate. They have notified other ports for which the carrying vessel is bound. This is supposed to be the first shipment of Argentine corn ever refused.

RESHIPPING rates from St. Louis and East St. Louis which were complained of to the Interstate Commerce Commission by the Merchants Exchange of St. Louis some time ago will again be taken up as the result of an order by the commission reopening the case. The complaint was brought against the B. & O. Ry. and other carriers. It will be considered simultaneously with the hearing of the Southwestern Miller Ass'n's case against the B. & O., which involves the question of discrimination against interstate in favor of intrastate traffic and is virtually the same as the St. Louis case. The St. Louis Exchange objects to the surrendering of expense bills on inbound shipments. This the carriers require before they will grant the reshipping rates. The Commission, as shown in a recent opinion, is inclined to think the carrier's regulation is reasonable on trunk line territory shipments but not as to the shipments to Central Freight Ass'n territory.

Grain Dealers of Missouri Organize.

At a meeting of grain dealers and elevator men of Missouri on the evening of July 25, the Missouri Grain Dealers Ass'n was born. The meeting was held at Sedalia, Mo., at the Hotel Terry. It was attended by about 40 dealers and an equal number of commission men, most of whom came from St. Louis in a special car for the purpose of boosting the organization. The new ass'n is merely the outgrowth of the Southwest Grain Dealers Ass'n which was only organized within the last few months. The charter membership is 50. Those connected with the organization are enthusiastic over the work and believe that within a short time this number will be greatly increased.

The meeting was called to order by J. D. Mann of Montrose at 9 p. m. The talks made during the evening were listened to with the keenest interest. J. G. Goodwin, Kansas City Board of Trade Weighmaster, spoke on "The Advantages of Official Board of Trade Weights." A. B. Ware, Chief Grain Inspector of the Kansas City Board of Trade, followed with a few remarks on "Some Troubles of a Grain Inspector." W. H. Marshall, sec'y of the Southwest Missouri Millers Club, expounded the "Results of Organization." E. J. Smiley, sec'y of the Kansas Grain Dealers Ass'n of Topeka, Kan., spoke enthusiastically on the "Benefits of Organization and How Derived." Thos. B. Teasdale, St. Louis, rounded out a very instructive session with some remarks of interest to a grain organization.

The preliminary arrangements for the meeting were planned and carried out by Carl Harter, of Sedalia. The entertainment features were looked after by C. E. Ryle.

The rules and by-laws of the Kansas Grain Dealers Ass'n were adopted. The officers of the Southwest Grain Dealers Ass'n were chosen as temporary officers. They are J. D. Mann, Montrose, pres.; W. D. Schmidt, Appleton City, vice-pres.; A. G. Sullivan, Nevada, sec'y.

St. Louis' delegation of commission men who were instrumental in effecting the organization were W. E. Burbach and Henry M. Wise, of Jones-Wise Commission Co.; John Burks, of Langenberg Bros. & Co.; John Ballard, M. C. Bailey and E. D. Bargery, of Elmore-Schultz Grain Co.; Edwin J. Greve; J. M. Haverfield and George C. Martin, Jr., of Goffe & Carkener Co.; Culver L. Hastedt; Ed. Hasenwinkle; Henry Hunter; Wm. J. Klosterman, of Morton & Co.; Thos. L. Martin; S. T. Marshall, of Nanson Commission Co.; Frank P. McClellan; Erich Picker, of Picker & Beardsley Commission Co.; Edward Steele; H. H. Savage, of W. L. Green Commission Co.; Thos. B. Teasdale; John L. Wright; Colin L. Wright, and W. H. Wright. Toberman, Mackey & Co. also sent a representative.

WE COULD NOT do without the Grain Dealers Journal as the information in every issue is worth the annual subscription price to us.—Studabaker Grain & Seed Co., Bluffton, Ind.

THE RESULTS of tests of over 80 varieties of soy beans as experimented with on the government experimental farms in South Africa by E. W. Thompson, are shown in Daily Cons. and Trade Reports, 1913, No. 273. In the experiments the plants yielded 2,000 lbs. beans and from 12 to 13 tons of green fodder per acre. They produced a greater amount of oil at a lower altitude.

Grain Trade News

ARIZONA

Phoenix, Ariz.—The Phoenix Seed & Grain Co. has succeeded the Sturges Hay & Grain Co., the new company being a reorganization of the old one. An extensive line of chicken feeds will be manufactured by the new concern.

CALIFORNIA

Fresno, Cal.—We ship grain in car lots at this station.—Kutner-Goldstein Co.

San Jose, Cal.—The Salinas Valley Grain & Produce Co. has been incorporated and will succeed H. B. Martin & Co.

Los Angeles, Cal.—The Newmark Grain Co. will transfer its public utility functions to the Imperial Grain & Warehouse Co. by an exchange of stock.

Stockton, Cal.—The Union Mill, owned by the Sperry Flour Co. of San Francisco, has been remodeled and new bins built so that grain can be handled in bulk.

Fresno, Cal.—The Sperry Flour Co. is building an elvtr. on the Santa Fe and Sou. Pac. roads, and it is hoped to have it completed in time for the new wheat crop.

Los Angeles, Cal.—We are building a concrete elvtr. of 20,000 bus. capacity. The Davidson Construction Co. of this city has the contract for the concrete construction and the McKain Mfg. Co. also of this city is installing the cleaning machinery and conveyors required in connection with same.—Capitol Mfg. Co.

Vallejo, Cal.—The Sperry Flour Co. has installed a sea arm (two legs, one fixed and one movable), with a discharge capacity of 360 tons per hour. The company has handled two shipments of 2,000 tons each and the installation proved a big success. New bins with a capacity for 3,000 tons have also been built here. The plant is on the shore and grain can be carried by any coasting steamer, but the company intends to barge wheat from here to its plant at Stockton, putting an elvtr. leg on the barge.

CANADA

Elcott, Sask.—A large elvtr. is being erected at this point.

Medicine Hat, Alta.—The Hedley-Shaw Mfg. Co., a subsidiary of the Maple Leaf Mfg. Co., has been organized to take over the contracts and business of the company at this market.

Moose Jaw, Sask.—The Grain Com's'n has announced that all grain shipped thru this territory will be inspected at this point, which will be given all the privileges of a terminal. All grain billed to Moose Jaw and all grain billed to points east of Port Arthur or for points in the United States will be inspected at the government interior storage elvtr.; but grain billed from western Canada to Port Arthur will be inspected and weighed at Moose Jaw. The local freight rate to Moose Jaw would be reduced when the elevator is running in the fall.

Ft. William, Ont.—Excavation for the new elvtr. of the N. M. Patterson Grain Co. has been started. The elvtr. site is just below the Grand Trunk bridge and as the banks of the river are 40 ft. high at this point the work of excavation will take time. The elvtr. will extend on piles out into the river for about 70 ft. The house will be of frame construction, covered with corrugated galvanized iron and will be equipped with the latest cleaning and drying machinery. Every effort will be exerted to facilitate the rapid handling of grain. S. J. McQueen has the contract. The present elvtr. of Mr. Patterson has no facilities for loading boats.

Montreal, Que.—The Harbour Board of Com's'n is considering plans for a 1,500,000-bu. elvtr. The work will be started at an early date and will give the Harbour Board a total capacity of 4,000,000. The entire capacity of the harbor, including the Grand Trunk Elvtrs., will be 9,000,000. The new elvtr. will be an addition to Elvtr. No. 1 and will cost \$750,000.

WINNIPEG LETTER.

The Province Grain Co. Ltd. incorporated; capital stock \$25,000; W. A. Murphy and C. A. Crowley incorporators.

Carl E. Austin is representing the McCabe Bros. Co. of Duluth, Minn., at this market. He formerly represented the Columbia Elvtr. Co., Minneapolis, Minn.

Contrary to general expectations, the Grain Growers Grain Co. has secured an extension of its lease on the government elvtrs. of the province. The lease was to have expired Aug. 31, the government having decided to cancel it, but after re-consideration and negotiations with the company, the 179 elvtrs. were re-leased for \$60,000 a year, which is practically the same as last year's terms. No definite period of renewal has been specified.

The following recommendations for amendments to the Canada Grain Act were made at a recent meeting of the Grain Com's'n: Terminal warehouse receipts shall be negotiable commercial paper. At present they are accepted as such in most cases, but they have been successfully challenged. It was unanimously agreed that the holder of a terminal receipt should have absolute title to the grain it represents. Bonds given according to the present act by com's'n merchants are too narrow in scope. They are alleged to cover only a small part of the transactions permissible, and actually facilitated wholesale robbery. A careful revision of the bonding legislation will be made. It is suggested that grain buyers should be divided into the following classes: track buyers, Dominion grain commission merchants, Dominion grain country merchants, Dominion primary grain dealers and Dominion public terminal warehousemen. The primary dealer is a new class. It was the general opinion that all grain buyers should be licensed. Representatives of the Grain Growers Grain ass'n, the railroads and the Grain Exchange were present at the conference.

COLORADO

Fleming, Colo.—We bot' the elvtr. of the O. L. Mitten Grain Co. and took possession Aug. 1.—Colorado Elvtr. & Grain Co., successors to Harris & Co., Sterling.

Sterling, Colo.—We have changed the name of our firm from Harris & Co. to the Colorado Elvtr. & Grain Co. We have installed Fairbanks Automatic Scales in our elvtrs. here and Peetz.—M. L. Clark.

Yuma, Colo.—The farmers have let contract for an elvtr. to be equipped with up-to-date machinery to be furnished by the York Foundry & Engine Works. A 5-ton wagon scale will be included in the equipment.

Lamar, Colo.—Geo. A. Pingree, supt. of the Denver Alfalfa & Mfg. Co., was shot and instantly killed by his wife, July 18. Mrs. Pingree fired four shots at her husband as he came up the walk in answer to a telephone summons from her.

Steamboat Springs, Colo.—Ora Hale of Denver, John Stukey and E. H. Zimmerman of this city have bot the Steamboat Wheat Mill and will remodel it, increasing the capacity and installing new machinery. An up-to-date elvtr. will also be built by the new owners.

Platteville, Colo.—The cupola of the local elvtr. has been raised 10 ft. and a 32-h.p. engine has been installed.

IDAHO

Aberdeen, Ida.—The Western Mfg. & Elvtr. Co. has installed a complete Hall Special Elvtr. Leg.

Deary, Ida.—As far as I know there will be no elvtrs. built in this vicinity this year.—H. L. Ingle. It had been reported that the Farmers Warehouse Co. would build.

American Falls, Ida.—The big end of our business will be buying wheat by the wagon load and we will probably ship 500 cars or more this fall.—J. T. Doran, mgr. Standard Grain Co.

Troy, Ida.—F. M. Green, formerly mgr. for the Farmers Union Warehouse & Mfg. Co., and E. E. Cooper have leased the warehouse and mill operated by the Union for the last 2 years, and will operate as the Vollmer Roller Mills.

Tammany Hollow, Ida.—The J. Alexander Co. of Lewiston is building an elvtr. of 200,000 sacks capacity, to be completed by Sept. 1. This will be the first elvtr. on the Johnson R. R. but others will be built as the road is extended.

ILLINOIS

Farmer City, Ill.—C. F. Scholer has succeeded P. D. Getty & Co.

Buckley, Ill.—The Wm. Kaufmann Co. has succeeded C. E. Babb & Co.

Toluca, Ill.—Geo. Waldschmidt has bot the grain business of R. M. Livingston.

Peoria, Ill.—The Carhart-Code-Harwood Co. of Chicago will open an office in this city.

Dorsey, Ill.—The elvtr. of C. B. Munday & Co. has been reopened and is now in operation.

Brimfield, Ill.—The Brimfield Elvtr. Co. has increased its capital stock from \$10,000 to \$20,000.

Little York, Ill.—The Little York Grain Co. has installed an Englehart Spout Holder and Loader.

Gridley, Ill.—M. Zenor of Onarga has succeeded O. H. Archibald as mgr. for the Farmers Elvtr. Co.

Deer Creek, Ill.—Glenn Ellis is assisting his father at the elvtr. of Ellis & Wagner, succeeding Jesse Smith.

Joliet, Ill.—The Joliet Grain Co. has decided to manufacture chicken feed as a side line in the grain business.

Fults, Ill.—The Nanson Com's'n Co. has recently completed a concrete elvtr. at this point and now has two elvtrs. here.

Flanagan, Ill.—F. J. Craner has resigned as mgr. of the Farmers Grain & Coal Co. and will leave the company Sept. 1.

Dewey, Ill.—The recently organized Farmers Elvtr. Co. has secured a site for the elvtr. that it will build at once.

Monticello, Ill.—The Monticello Grain Co. broke all of its monthly records for grain bot, having purchased over 225,000 bus. in July.

Biggs sta. (Poplar City p.o.), Ill.—I have bot the elvtr. of H. A. Jones and am operating it for Bennett & Hagvall Bros.—H. Bennett.

Sweet Water, Ill.—Chas. Greenfield is now mgr. for J. A. McCreery & Son at this station. The company's headquarters are in Mason City.

Pekin, Ill.—Contract has been let by the Farmers Grain Co. for its new elvtr. and work will be started at once. The house is to be finished by Nov. 1.

Hooperston, Ill.—J. H. Norris has bot the grain business of W. H. Ferguson. Mr. Norris has been in business here for 15 years but will now move to Columbus, O.

Bloomington, Ill.—We have succeeded the Gyles Grain Co., opening a cash and future grain brokerage office in the Livingston Bldg.—F. G. Gyles, Worth-Gyles Grain Co.

Murrayville, Ill.—The Farmers Elvtr. Co. has been organized at this station and an elvtr. will be built soon. Thos. Langdon, S. Henry, J. Worrall, and others are interested.

Minonk, Ill.—The report that we would tear out our oats bin is incorrect. Our elvtr. is in good shape and is full of oats.—G. W. Horree, mgr. Farmers Elvtr. & Supply Co.

Allerton, Ill.—Harry Allen of Broadlands, is building a 30,000-bu. elvtr. The Reliance Construction Co. has the contract. The house will replace the elvtr. burned June 6.

Andres sta. (Peotone p.o.), Ill.—The elvtr. of J. C. Myers burned at 11 p.m., July 28; loss \$6,000; partially covered by insurance. The elvtr. will not be rebuilt at present.

Greenup, Ill.—The Illinois Broom Corn Co. incorporated; to buy and sell broomcorn, hay and fuel; capital stock \$3,000; Harry Jenuine, O. F. Goodman, L. F. Aldrich, incorporators.

Astoria, Ill.—The old elvtr. recently bot by J. B. Snedeker is an old house and he has not decided what he will do with it. Reports are to the effect that he will move it away.—Bader & Co.

Richview, Ill.—L. H. Jonas & Co. of Centralia are the only grain shippers here and at Low Rock (no p.o.), and Fountain Bluff (Gorham p.o.).—S. W. Strong, sec'y Illinois Grain Dealers Ass'n.

Piper City, Ill.—The excavations for the new elvtr. of the Montelius Grain Co. have been completed and the material for the superstructure is on the ground. Work will be rushed on the building.

North Henderson, Ill.—The Farmers Grain Co. has bot the elvtr. recently purchased by Heflebower of Sterling at the trustee's sale of the property of the W. A. Fraser Co. Alex Miller is mgr.

Gilman, Ill.—The new elvtr. of F. W. Stine & Co., built to replace the house burned Mar. 26, is 85 ft. high and has 9 bins, running to the ground, which have a combined capacity of 60,000 bus.

Galesburg, Ill.—The Davis Grain Co. has been incorporated at 6 different stations and in order to keep the accounts of the different stations separate, each station has been incorporated under a different name.

Fall Creek, Ill.—The elvtr. of Munger Bros. between this station and East Hannibal, containing several thousand bus. of wheat and grain, burned July 30. The fire started from a spark from a passing Wabash engine.

Harvel, Ill.—Fred C. Reineke, mgr. of the Harvel Grain Co., died July 25 from the effects of an operation for appendicitis. He was 59 years old and had been mgr. of the company since 1904. He was also a stockholder in the company.

Woodhull, Ill.—F. L. Hough has bot the elvtrs. at this station, Alpha and Rio, which were recently bot by F. Heflebower of Sterling at the trustee's sale of the W. A. Fraser Co.'s property. Mr. Hough will take personal charge of the houses.

Cabery, Ill.—The recently organized Farmers Grain Co. has elected the following officers: F. Kersch, pres.; T. C. Hughes, sec'y; N. Canham, treas. The company has taken over the elvtr. of J. E. Tjardes. Harry Tjardes will be mgr.

Elmwood, Ill.—The elvtr. of J. E. Wiley was slightly damaged by fire July 27, when sparks on the shingle roof ignited and started a blaze. The fire was discovered at once and extinguished before it had spread to the building which was full of oats.

Belleville, Ill.—The building of the Con Mills Co. has been torn down and a factory now occupies the site. The Imbs Mfg. Co. has succeeded the Harrison Switzer Mfg. Co. and the company operate an elvtr. here. Other elvtrs. are the Reichert Elvtr. and the Camp Mills Elvtr. We only operate a warehouse.—Schlinger Grain Co.

East Lynn, Ill.—J. J. Eckman, formerly with the Hoopes-ton Lbr. Co. of Hoopes-ton, has bot the elvtr. of E. A. White and will personally manage it. He is now in possession and will move his family to this city at once. The elvtr. is known as the East Elvtr.

Urbana, Ill.—New members of the Illinois Grain Dealers Ass'n are: Chambers & Foote, Sadorus; DeLong & Willson, Clinton; Honefenger Grain Co., Owaneco; J. H. Jonas & Co., Centralia; Wm. Kaufmann Co., Buckley; J. M. Krautz, Mt. Pulaski; C. F. Scholer, Farmer City.—S. W. Strong, sec'y.

Decatur, Ill.—On Aug. 11 a meeting or "Grain School" will be held in the rooms of the Decatur Club and all grain dealers and those interested in grain are cordially invited to be present. Announcement of the meeting is given under the caption "Crop Improvement" elsewhere in this number.

El. Paso, Ill.—A. W. Hildreth of Saybrook succeeded W. G. Nelson as our mgr. Aug. 1. Mr. Hildreth has been mgr. of our Kappa Elvtr. for the last year or two. Mr. Nelson has entered the employ of Lipsey & Co. of Chicago and will open a cash grain office for that company here.—C. C. Kingdon, El Paso Elvtr. Co.

Dana, Ill.—We lost everything in the fire that destroyed our elvtr. July 6, except our books, which were all saved. Our loss amounted to \$16,500 and our insurance to \$13,000. We will rebuild at once, putting up a 30,000-bu. up-to-date house equipped with automatic scale and cleaner. Our insurance was settled promptly and we will go ahead with the work.—C. F. Coon, mgr. Farmers Elvtr. Co.

Evans Sta. (Wenona p.o.), Ill.—The report that Henry Lesch & Co. are building an elvtr. here is only partly correct. They are erecting one for me, merely being the contractors doing the work. My house was ready to handle grain on July 30, but will not be completely finished before the 15th. It has a capacity of 45,000 bus. and is equipped with gas power and Hall Distributors.—Ed. Haugens, Wenona.

Delavan, Ill.—When P. B. Miles of Peoria, who recently retired from the grain trade, refused to accept the nomination for progressive candidate to congress from the 16th Ill. District, the com'ite turned again to the grain trade and tendered the candidacy to E. M. Wayne, who has long been a prominent figure in grain circles. Mr. Wayne is a director of the Ill. Grain Dealers Ass'n and an ex-pres. of the Grain Dealers National Ass'n. He has accepted the offer and will make a strong fight for his party.

Sterling, Ill.—Nine of the 10 elvtrs. of the W. A. Fraser Co. sold at trustee's sale, early in July, were bot by F. Heflebower of this city and included 2 houses at Galva, 1 each at Nekoma, Woodhull, Alpha, Rio, North Henderson, Alexis and Orion. On July 26, Mr. Heflebower sold the houses at Woodhull, Alpha and Rio to F. L. Hough and the one at North Henderson to the Farmers Grain Co. of which Alex Miller is mgr. The other 5 houses are in operation with W. A. Fraser, Jr., in charge, and it is reported that he will eventually lease them. The elvtr. at Norwood has not been sold as yet but will be disposed of as soon as possible.

Leroy, Ill.—The elvtr. of the Zorn Grain Co. was threatened with destruction by fire, July 20, when an explosion occurred in the engine house a few feet from the elvtr., and set fire to the building. John Karr, employed by the company, noticed that the engine was not working properly and stepped into the engine room just as the explosion occurred. He was badly burned on the head and arms. It is thought that a small gasoline tank in the room exploded as the tank was a mass of flames when help arrived. The fire ran thru the belt shaft to boards under the elvtr. and ate thru the floor, setting fire to the ceiling of the room. Hard work checked them there and saved the building, which is the largest in town.

Peotone, Ill.—John Wilson has sold his interest in Deninger & Wilson, to his partner H. W. Deninger and will retire from the firm Aug. 1. Fred and Herman Deninger will go into business with their father and the elvtr. will be operated as Deninger & Sons.

Coleta, Ill.—Coleta Grain & Lbr. Co. incorporated; capital stock \$5,000; Ray Rariden, Hugh W. Brown and J. C. Crom incorporators. The company will buy and sell grain, lbr. and coal and will own and operate an auto truck between this point and Milledgeville.

Ottawa, Ill.—The frame elvtr. of the Wallace Grain & Supply Co., 3 miles northwest of this city, burned at 8:45 p.m., July 24. The fire started in the engine room and is thought to have been due to a hot box as the machinery was not shut down until 7 p.m., the force working overtime on account of the heavy movement of grain. The elvtr. contained 9,000 bus. of corn and about 3,500 bus. of oats, the total loss amounting to \$15,740. The insurance is \$15,000. A Rock Island freight car loaded with corn on a siding by the elvtr. and an empty car were also burned. The office of the company, 50 ft. from the elvtr., and gasoline house, 125 ft. away, were saved by hard work. Fearing an explosion, volunteers lifted the gasoline tank and carried it out of the danger zone, so the house was saved after all. The elvtr. was outside the city water supply district and the firemen were compelled to use chemicals to a great extent. As soon as the still smoking debris can be cleared away, the company will start work on a concrete and steel elvtr. which will cost about \$10,000. Until the new house is completed, the company will continue to buy grain and will probably use a portable elvtr. For two or three days after the fire the local houses took care of the company's grain.

CHICAGO NOTES.

Sam Mincer became pit trader for Keusch & Schwartz Co. Aug. 1.

A selling order for only 150,000 bus. of September corn one day recently broke that market four cents in a few minutes.

Weak brokerage firms were aided by the Armour Grain Co. when the liquidating fever struck the grain markets on the stopping of exports.

L. C. Emerson, formerly with J. E. Bennett & Co., with headquarters at Champaign, will now represent P. H. Schiffelin & Co. in Illinois and Indiana.

M. Nowak, employed by the Western Grain Co., was killed, July 31, when his foot caught in a belt in the elvtr. and he was drawn into the machinery.

J. H. Ashum and W. K. Mitchell, partners with the late Walter Fitch in Walter Fitch & Co., have announced that the business will be continued under the old name. Mr. Fitch died July 17.

The finance com'ite of the Board of Trade on Aug. 1 fixed the rate on advances on Bs/L for August at 6%, an increase of 1 per cent. The Chicago banks on Aug. 3 raised the rate on all loans to 7%, the limit by law.

E. W. Jacob, formerly in the office, and who has recently spent some time on the road for P. H. Schiffelin & Co., has been promoted to the position of cash grain salesman for the firm on the floor of the Board of Trade.

On Aug. 4, the directors of the Board of Trade adopted the following resolution: The payment of profits by a com'sn merchant or broker to a customer on open contracts is a direct violation of paragraph F, section 9 of rule 14 of the rules of the board and such practice must be discontinued.

Henry D. Sturtevant withdrew from the firm of Shearson, Hammill & Co., Aug. 1. Mr. Sturtevant was formerly with Counselman & Day, and has been in the grain and stock com'sn business at this market since 1885. The announcement caused considerable surprise in trade circles, as it was entirely unexpected and no reason was given for his action.

The GRAIN DEALERS JOURNAL.

John Nicholson, for a number of years sec'y of the Indiana Millers State Ass'n, is now on the road for W. A. Gardner & Co. He will cover Ohio, Indiana, Illinois, Missouri and Iowa. He is well known to the grain trade at large.

All of the elvtrs. of the W. A. Fraser Co. with the exception of the house at Norwood, were recently sold by Trustee in Bankruptcy Peter Herden, to F. Heflebower of Sterling. The Norwood house will be disposed of as soon as possible.

H. A. Foss, Board of Trade Weighmaster, went to the theater last Saturday night and left his automobile outside. It was not found until the next morning. The thieves had robbed it of tires, tubes, tire rims, a set of fine tools and a long list of bountiful supplies. Mr. Foss offers \$100 reward for the arrest and conviction of the thieves.

Application via Chicago of the reshipping rates on grain and grain products from Milwaukee, Wis., to points in Eastern Trunk Line Territory will continue as heretofore for the time being, pending hearing and decision thereon by the Interstate Commerce Commission. The cancellation of the rate which was to become effective Aug. 1 has just been made by the Interstate Commerce Com's'n.—J. S. Brown, mgr. Transportation Dept. Board of Trade.

A number of the largest and strongest houses in the grain trade here notified their customers Aug. 3 that 10 per cent margins would be required. Some firms have stopped bidding for grain in the country owing to the tightness in money and banking restrictions. They already have such large commitments in the way of purchases to arrive that, being unable to ship wheat they have sold abroad, they desire to reduce responsibilities as rapidly as possible.

On several occasions in the past ten years plans have been initiated to reform the method of clearing trades made on the Board, and com'ites have even made definite suggestions; but as the markets quieted down the movements have been permitted to die. Now, on account of the wide fluctuations due to the war of Europe the question has again been taken up, by the directors of the Board authorizing Pres. Canby to name a com'ite of five to make an investigation and report to the directors. As fluctuations are likely to continue wild for several months the demand for reform is expected to grow. Under the present system the margins sometimes called are excessive. The following were appointed as the com'ite: Joseph Simmons, W. H. Kidston, S. P. Arnot, R. G. Chandler and J. P. Molloy. A plan has been proposed by some of the largest interests in the trade, which is well that of. It provides for the establishing of an incorporated company to be known as the Clearing House Ass'n, to have a capital of \$2,000,000 to \$2,500,000.

INDIANA

Laketon, Ind.—The Farmers Elvtr. Co. is in the grain business at this point.

La Grange, Ind.—The Home Grain Co. has increased its capital stock to \$6,000.

Curryville (R. D. Craigville), Ind.—Drum Bros. may build an elvtr. at this station.

Evansville, Ind.—Iglehart Bros. have completed the concrete tank addition to their elvtr.

Garfield (R. D. Darlington), Ind.—The elvtr. of Bernard Price was recently damaged by fire.

Leroy, Ind.—Love & Stewart succeeded Love Bros. on Aug. 3rd, S. A. Love having sold his interest to David Stewart.

Clark's Hill, Ind.—The Clover Leaf Elvtr. owned by Seegar & Witt burned Aug. 3, the fire originating in the cobhouse.

La Porte, Ind.—The old La Porte Mfg. Co. has filed notice of dissolution. The plant of the company was recently sold to Wm. and Carl Pusch, who now operate under the name of the La Porte Mfg. Co.

Clinton, Ind.—Letters addressed to Kimm Thomas Grain Co. are returned marked "unclaimed."—Chas. B. Riley, sec'y Ind. G. D. A.

Francesville, Ind.—We are getting along nicely with the new elvtr. and expect to have it finished and ready for business in 2 weeks.—Farmers Elvtr. Co.

Star City, Ind.—Our business will be conducted under the old name, altho a new company was formed after the death of Mr. Reed, July 8.—J. C. Phillips, of T. L. Reed & Co.

Dunkirk, Ind.—We are still in the grain business here and have recently made some needed repairs, installing a 30 h.p. gas engine and new scales.—W. L. Skinner, W. L. Skinner Grain Co.

Fowler, Ind.—The elvtr. of Gilbert Hawkins, operated by W. W. Evans, burned July 28; loss \$35,000; partially covered by insurance. The fire is believed to have been of incendiary origin. The corn cribs near the elvtr. were saved.

Rensselaer, Ind.—The elvtr. of Babcock & Hopkins, containing 20,000 bus. of grain, burned at 9:30 p. m., July 25; loss \$35,000; insurance \$15,000. Loss on grain \$10,000 fully covered by insurance. The blaze was caused by a dust explosion.

Clinton, Ind.—The middle elvtr. of the Clinton Grain & Feed Co., known as elvtr. "A," burned at 3 a. m., July 25; loss \$7,000; insurance \$3,500. Five hundred bus. of wheat was also burned, but this loss is fully covered. W. W. Wrightman, owner, says he will not consider rebuilding for a year.

Evansville, Ind.—I have bot the elvtr. formerly owned and operated by Iglehart Brothers at this point. A modern warehouse will be erected on the property adjoining. These properties will be operated by the National Hay & Grain Co. now doing an extensive commission business.—Edward F. Goeke.

Wheatfield, Ind.—My elvtr., which has just been completed, is an up-to-date type and is equipped with U. S. Cleaner, U. S. Sheller, Richardson Scale, manlift, and a shaft driven 25 h.p. oil engine. The machinery was furnished by B. S. Constant & Co. The elvtr. has a capacity for 20,000 bus. and replaces my old house which I wrecked.—Geo. O. Stembel.

Greencastle, Ind.—We have completed the installation of a new dump, and have increased our storage capacity 4,000 bus. We are now fixed to handle grain very readily. A scoop track buyer from Indianapolis, has been buying grain and furnishing sacks free to farmers while all of the dealers charge for the sacks. He has been operating about 7 miles from here and has an office in the Board of Trade Bldg. in Indianapolis.—W. T. Besser.

INDIANAPOLIS LETTER.

The Belt Elvtr. & Feed. Co. has remodeled its office and is now more conveniently situated.

V. M. Morgan is traveling for the Urmston-Harting Grain Co. He will cover Illinois for the company.

The summer outing of the Indiana Grain Dealers Ass'n will be held at Lake Maxinkuckee about Sept. 5, 6 and 7. The directors will hold a meeting Aug. 11, and definitely fix the dates.

Some dealers report their drafts being paid promptly in the east and others have suffered a long delay in payment, pending the arrival of the grain. War conditions here put many restrictions on the activities of the grain men.

The Board of Trade has purchased an automobile for the use of its grain inspection dept. The machine, which is of the runabout type and is fitted with a box on the rear for carrying sample bags of grain, will be used in connection with the buggies now in service in bringing samples of grain from the freight yards to the laboratory of the inspection department. It is believed that its use will considerably expedite the work of the inspection department.—Fred S. Knodler, publicity counsel.

Sec'y Chas. Riley of the Indiana Grain Dealers Ass'n has sent a letter to the members of the Ass'n, warning them against buying wheat at too high prices, caused by the warlike conditions in Europe.

The base ball nines of the Board of Trade and the Chamber of Commerce met in deadly fray, July 25, the C. of C. team winning by a score of 13 to 11. Bert A. Boyd, a member of the B. of T. nine which was captained by A. Q. Jones, was forced to retire in the third inning, which was probably the cause of the defeat of his team. Bert took their hearts with him.

New members recently admitted to membership in the Indiana Grain Dealers Ass'n are: C. H. Johnston, Panola sta. (LaPorte p.o.); L. O. Chance, Lewisville; Clifton-Cohoe & Co., Boyleston; Hill's Grain & Coal Co., Carthage; Berry Bros., Lynn; Chas. F. Naber & Co., Alexandria; Geo. F. Bowen, Crete; Collingwood Bros., Willow Branch; Shirley Grain Co., Shirley; Mt. Comfort Grain Co., Mt. Comfort; Valparaiso Grain & Elvtr. Co., Valparaiso; Farmers Elvtr. Co., So. Whitley; Indianapolis Elvtr. Co., Indianapolis; Napanee Produce Co., Napanee, and New Process Grain Co., Indianapolis.

IOWA

Glendon, Ia.—G. A. Parker has bot the grain and stock business of J. H. Eyer.

Stanton, Ia.—The Farmers Grain & Elvtr. Co. is installing a weight recording scale.

Linn Grove, Ia.—The Farmers Elvtr. & Supply Co. will build a cement addition to its elvtr.

Blanchard, Ia.—We will not build now, as has been reported.—Blanchard Mill & Elvtr. Co.

Armstrong, Ia.—The Farmers Elvtr. Co. has installed a motor and will put in a track scale.

Fontanelle, Ia.—The Dunlap Grain Co. will install a motor in its elvtr. at an early date.

Wauke, Ia.—The Farmers Elvtr. Co. has purchased an Englehart Spout Holder and Loader.

Slater, Ia.—The B. A. Lockwood Grain Co. is installing motors in its elvtrs. here and at Kelly.

Kensett, Ia.—A farmers elvtr. company may be formed at this station to buy the elvtr. of O. Randall.

Schleswig, Ia.—The Farmers Elvtr. Co. has bot the elvtr. of the Nye-Schneider-Fowler Co., paying \$10,000.

Swaledale, Ia.—Work has been started on the elvtr. of F. E. Hales and the house will be rushed to completion.

Sioux City, Ia.—C. E. Perry has opened a branch office in the Davidson Bldg. for E. W. Wagner & Co. of Chicago.

Cordova, Ia.—J. H. Pringle and E. Houser are reported to have leased the elvtr. of Taylor & Patton at this station.

Melvin, Ia.—I have succeeded Ed. Jacobs as mgr. of the Davenport Elvtr. Co.—J. A. Sullivan.—Mr. Jacobs has resigned.

St. Charles, Ia.—Smith & Son are operating the elvtr. they recently sold to the Talbott Grain Co. for that company.

Davenport, Ia.—The Interior Grain Co. is remodeling its elvtr. and expects to be ready to handle grain about Aug. 10.

Sheldahl, Ia.—The B. A. Lockwood Grain Co. is installing a 15 h.p., 220-volt motor in its elvtr. and will operate by electricity.

Wyoming, Ia.—Peter Schmalfeldt is building an elvtr. and corn crib on his farm and will install elvtr. machinery including a motor.

Lawton, Ia.—Mr. Bierman has succeeded J. H. Barnes as agt. for the Nye-Schneider-Fowler Co. Mr. Barnes will go to Hinton.

Raleigh, Ia.—The elvtr. recently wrecked by a tornado at this station, belonged to the Terrell Grain Co.—E. W. Oates Co., Storm Lake.

Ritter Sta. (Sheldon p.o.), Ia.—The Farmers Elvtr. Co. is installing a gas engine.—J. L. R. Engelhardt, mgr. Farmers Elvtr. Co., Sheldon.

Elliott, Ia.—D. C. Reynolds has bot the elvtr. of Turner Bros., possession being given Aug. 1. J. F. Roberts was mgr. for Turner Bros.

Pella, Ia.—Paul and Simon Vander Zyl have bot the grain and stock business of S. G. Vander Zyl who will go to Colorado for his health.

Garner, Ia.—Mgr. Wesson of the Western Elvtr. Co., is building a house in Clear Lake and will move his family there as soon as it is finished.

Earling, Ia.—We have sold our elvtr. at this station to E. M. Miller. Do not know just where we will locate.—J. N. Loeltz, mgr. Loeltz Grain Co.

Perry, Ia.—The Farmers Elvtr. Co. is reported to have leased the elvtr. of Wright & McWhinney at this station. Ben Swisher of Gardiner is mgr.

Tabor, Ia.—W. C. Goy, owner of the Tabor Elvtr. Co., recently installed a drinking trough for horses near the elvtr. for the convenience of his customers.

Estherville, Ia.—I am now buyer for the Gt. Western Grain Co., having formerly been agt. for Albertson & Anderson at Montgomery.—Sidney E. Bemis.

Lost Nation, Ia.—The elvtr. of the Lost Nation Grain Co. has been moved to the new site. The move was made necessary by the double tracking of the C. & N. W. R. R.

McIntire, Ia.—We have repaired our elvtr. There are two elvtrs. here, one is operated by the Cargill Elvtr. Co. for which I am agt., and the other belongs to S. W. Grace.—A. Blanchard.

Judd, Ia.—L. E. Baughman, prop. of a local elvtr., was recently caught in the fly wheel of the engine in the elvtr. and suffered a broken leg as a result of the accident.

Montezuma, Ia.—Geo. Ingram fell from a load of oats to the concrete driveway of the elvtr. of the King Grain & Feed Co., July 30. He struck on his head and was severely injured.

Whiting, Ia.—The remodeling of the elvtr. of E. M. Cassidy & Co. has been completed and the new machinery installed. The house will be put into operation within a week.

Herndon, Ia.—While working on a dump in the elvtr. of the Neola Elvtr. Co., Mgr. Geo. Woodring was severely hurt. The door fell on his head, cutting a gash that required several stitches to sew up.

Grand Junction, Ia.—V. J. Olson, mgr. of the Junction Farmers Elvtr. Co., will move his family to Illinois in a few days, having decided to make his home in that state. He has been succeeded by F. C. Harvey.

Prairieburg, Ia.—The Central Lbr. & Coal Co. of Dubuque has started work on its new elvtr. The company will also move its lumber yard to the elvtr. site and will build lumber sheds adjoining the house.

Keosauqua, Ia.—The property I sold to E. E. Van Zant consisted of 3 warehouses and an elvtr. He will conduct the business himself and will add a feed mill. I retired on account of ill health.—C. P. Whitney.

Gilbert Station, Ia.—We have completed the installation of a complete Day Dust Collector System. We now have plenty of power and plenty of room for the quick handling and cleaning of grain.—Gilbert Grain Co.

Vinton, Ia.—The Farmers Co-operative Grain Co. has been organized at this point with a capital stock of \$15,000. Officers are D. C. Knupp, pres.; W. F. Burke, vice-pres.; S. W. Cook, sec'y, and U. S. Goodhue, treas.

Cooper, Ia.—We are building a modern steel clad elvtr. fully equipped with cleaner, scale, etc. We will let our old house stand for storage purposes. The plans and equipment were furnished by Union Iron Works.—D. Milligan Co., Jefferson.

Williams, Ia.—We will replace our old motor with a new General Electric 15 h.p. Direct Current Motor.—Farmers Elvtr. Co.

Spencer, Ia.—The De Wolf & Wells Co. has announced that it will retire from the grain business as soon as arrangements can be made for the disposal of its line of elvtrs. The local elvtr. will remain for the present under the management of C. F. Wagner.

Alton, Ia.—The old mill and elvtr. formerly owned by the Alton Mfg. Co. was recently sold to W. A. Hamilton, and C. C. Cannon of Paullina by P. C. Kelly who has owned it for some time. The new owners will not put the plant into operation at present.

Sheldon, Ia.—We are putting a new foundation under the elvtr. and building a new driveway and engine house. We are also installing new machinery including a cleaner. I have succeeded T. H. Sloan as mgr.—L. R. Engelhardt, mgr. Farmers Elvtr. Co.

Montezuma, Ia.—We have sold our lumber and coal business to the Fullerton Lbr. Co. of Minneapolis, but we have retained our flour, feed and grain interests. On Aug. 1 we will change the name of our company to the King Grain & Feed Co.—King-Read Lbr. Co.

Sioux City, Ia.—F. H. Sloan, who began his grain trade career as mgr. for the Farmers Elvtr. Co. at Sanborn, in 1906, will cover Nebraska, South Dakota and Iowa as representative for Longnecker & Flanagan. He has recently been with the McCaul-Dinsmore Co. of Minneapolis.

Henderson, Ia.—The only regular dealer at this point is W. H. Harbor, who has \$12,000 invested in elvtr. facilities. He has conducted a grain business at this point since 1881. All other shippers are scoopers and load direct from threshing machine without cleaning or weighing.

Elliott, Ia.—The floor of one of the wheat bins in the elvtr. of C. E. De Witt recently gave way. The bin contained 3,000 bus. of wheat at the time of the accident but only 300 bus. ran out on the ground. The floor has been replaced and as the wheat was recleaned, the loss was nominal.

Grant, Ia.—Deweese & Jarvis, owner of the local mill, have decided to handle grain in connection with the milling business and have built a large raised platform on the east side of the mill for convenience in unloading grain. A spur track has been built to the north side of the mill and cars will be loaded there.

Allison, Ia.—We have just completed installing a 22-ft. Fairbanks Scale equipped with type registering beam and, with our Fairbanks Automatic Scale which has been installed some two months, we have one of the best equipped elvtrs. in this part of the country. We are contemplating erecting a feed and salt warehouse.—Hill & Potter.

Storm Lake, Ia.—A swindler passing under the name of A. V. Sackett has cashed several checks in Missouri, bearing the alleged signature of the Storm Lake Farmers Elvtr. Co. The checks were for \$40.60 each and bore the notation "In payment for 116 bus. of oats at 35c per bu." When the office of the company was robbed about a month ago a number of blank checks were carried away by the robber and it is believed that he is now using them.

East Morningside, (Sioux City p. o.), Ia.—We have bot the elvtr. of the Morningside Elvtr. & Coal Co. from Empey, Quisenberry & Bowman, owners. We will operate it under the old name and E. B. Empey of the old company will be ass't mgr. W. L. Bowman has bot a half interest in a flour mill at Tyndall, S. D. and will move to that point. We took possession July 16 and I will be mgr.—D. C. Mossman, D. C. Mossman & Co.

KANSAS

Waldick, Kan.—An elvtr. is being built at this station for Baker Bros.

Ogden, Kan.—Stephen Clark has completed his elvtr. at this station.

Assaria, Kan.—I am mgr. for the Farmers Elvtr. Co.—Edw. C. Haines.

Adams, Kan.—The Farmers Grain & Merc. Co. incorporated; capital stock \$2,500.

Kiowa, Kan.—It is reported that J. K. Richardson will build an elvtr. and mill here.

Oakhill, Kan.—The Farmers Union will probably build or buy an elvtr. at this point.

Grinnell, Kan.—The Farmers Union will use a wagon dump and buy at track.—R. E. Terry.

Blakeman, Kan.—W. Simminger is pres. and R. Bennett sec'y of our company.—Blakeman Grain Co.

Wheeler, Kan.—The Farmers Equity Union has bot the elvtr. at this station and the one at St. Francis.

Barnes, Kan.—I own one of the elvtrs. here and lease the other one; operating both houses.—C. W. Hay.

Oskaaloosa, Kan.—The elvtr. of A. D. Robinson has been completed and L. H. Kimmel, agt., is buying grain.

Easton, Kan.—J. W. Allen is now mgr. for the McPherson Elvtr. which has recently been put in good repair.

Halstead, Kan.—The Halstead Mfg. & Elvtr. Co. has overhauled its machinery and installed a Richardson Automatic Scale.

McDonald, Kan.—W. G. & Ed. Lyman are building an elvtr. at this station.—F. W. Lorimer, mgr. Gooch Mfg. & Elvtr. Co., Ludell.

Menlo, Kan.—Henry Kuker is now agt. for the Kansas Flour Mills Co., and I am mgr. for the Shellabarger Mill & Elvtr. Co.—J. R. Duffy.

Ellsworth, Kan.—I am mgr. of the Ellsworth County Farmers Co-operative Union and we expect to have a line of elvtrs.—R. H. Vance.

Breton sta. (no p. o.), Kan.—The Foster Grain Co. is building an elvtr. at this point.—J. R. Duffy, mgr. Shellabarger Mill & Elvtr. Co., Menlo.

Blakeman, Kan.—Paul Reimer, for 10 years agt. for me at Bartley, Neb., is now mgr. for the Farmers Grain Co.—Ed. E. Smith, Bartley, Neb.

Topeka, Kan.—The Shawnee Mfg. Co. is installing a new main drive belt. The old belt, 32 in. wide, and 76 ft. long, has been in service for 16 years.

Ft. Scott, Kan.—The elvtr. of the Goodlander Mill was included in the recent sale of the property to us.—Thos. L. Hoffmann, mgr. grain dept. Kansas Flour Mills Co.

Long Island, Kan.—The Farmers Elvtr. Co., recently organized with a capital stock of \$5,000, has leased the elvtr. of the F. C. Kellogg Estate which has been operated under lease by H. Q. Banta.

White Cloud, Kan.—We are still operating the elvtrs. at this station, Iowa Point, Sparks, Fanning, Severance and Rulo. As soon as the elvtrs. are all sold, Mr. Lynds will take a trip around the world.—John H. Lynds Mill & Elvtr. Co.

Grinnell, Kan.—We organized Aug. 1 with a capital stock of \$7,500. We will not build an elvtr. this season, but will next year. Our officers are A. Yale, pres., C. E. Hall, sec'y; Carl Kuhl, treas., and myself mgr.—M. M. Martin, Union Merc. Co.

Hutchinson, Kan.—As a result of the embargo declared against export wheat, via Galveston, considerable congestion prevails in the yards here and one of the big terminal companies is reported to have stopped buying wheat. Country elvtrs. in this vicinity are also reported as full.

Durham, Kan.—The Karl Erlich Grain Co. of Marion, has leased the elvtr. recently purchased by Adam Youk, Con. and A. W. Frick from Corkhill and Youk. The 2 elvtrs. at this station are now running separately. The C. E. Robinson Grain Co. formerly controlled both elvtrs. here.—D. A. B.

Hallowell, Kan.—The elvtr. of Brand-Dunwoody Mfg. Co. of Joplin, Mo., has been completed and Harve Land is mgr.

Reager sta. (Norton p. o.), Kan.—Henry Westerman of Kensington is building the 17,000-bu. elvtr. at this station. I am only the contractor. The elvtr. will be equipped with a dump and gasoline engine. This town has not been officially named by the R. R. company but is a 1,000 ft. siding on the C. B. & Q.—Emory Gay.

WICHITA LETTER.

E. Dunlap, formerly with the Rock Mfg. & Elvtr. Co., is now with the Geo. Koch Grain Co.

J. E. Howard, formerly pres. of the Howard Mills Co., who recently suffered a paralytic stroke, is recovering and is now able to walk a little.

A. Stickel has been admitted to membership on transfer from R. W. Amerine who is now mgr. Blackwell Mill & Elvtr. Co.—Jas. H. Sherman, sec'y Board of Trade.

The erection of a 1,000,000-bu. elvtr. in this city is again being agitated by Board of Trade men. This question has come up repeatedly in the grain circles of the city but has never been carried to an issue.

KENTUCKY

Wilmore, Ky.—The Glass Mfg. Co. is installing new machinery in its mill and 40,000-bu. elvtr.

Versailles, Ky.—Johnson N. Camden, pres. of the Hope Mill & Elvtr. Co., is a candidate for re-election for the short term as Senator.

Albany, Ky.—A grain warehouse has been erected in connection with the Uncle Jim Vincent's Mill which has been in service for 75 years.

Louisville, Ky.—Twenty cars of grain consigned to various firms at this market, were burned in the yards, July 27, when fire destroyed the sheep sheds of the stock yards company and spread to adjoining property in the yards.

LOUISIANA

New Orleans, La.—A. F. Leonhardt, who recently completed his term as postmaster, has resumed control of his grain business and is active on change. His many grain friends are glad to welcome him "home."

MARYLAND

BALTIMORE LETTER.

A number of the members of the Chamber of Commerce grain trade had a crab feast July 29. Many attended and the guests had a good time and all they could eat.

Walter B. Brooks and Jas. S. Russell have been admitted to membership in the Chamber of Commerce and the membership of John B. Ramsay has been posted for transfer.

On and after Aug. 10 all grain unloaded into export elvtrs. at this market will be inspected under the rules of the Chamber of Commerce, according to a resolution recently adopted by the directors of the exchange.

New storage rates on hay by the Terminal Warehouse Co., controlled by the Penna. Ry. Co., have been ordered by the State Public Service Com's'n, which recently heard the complaint of H. C. Jones & Co., asking that the rates be reduced. The new rates will become effective at once.

The Public Service Com's'n has ruled that since the Baltimore and Sparrows Point R. R. was a part of the Penna. Ry. Company, being operated by the latter company, it was, therefore, subject to the same switching charges which are applicable to the railroad company. Industries patronizing the Sparrows Point R.R. are, therefore, entitled to the full benefit of switching charges embraced in an order of the Public Service Commission issued in 1912, defining an area in and around Baltimore within which rates for switching cars were established to be effective for 5 years.

MICHIGAN

Doster, Mich.—I have succeeded Stevens & Martin.—Geo. J. Doster.

Sandusky, Mich.—It is reported that the Hub Grain Co. will sell its elvtr.

Flint, Mich.—We are installing a new 200-bbl. mill.—J. P. Burroughs & Son.

Prattville, Mich.—We have succeeded L. Frensdorf & Son.—J. L. Maloney & Co.

Rose City, Mich.—The Rose City Elvtr. Co. has increased its capital stock from \$10,000 to \$25,000.

Oxford, Mich.—F. M. Sheffield, formerly with J. D. McLaren & Co., is now with Ensley & Belliar of this city.

Detroit, Mich.—A complete government outfit of sieves has been installed in Chief Grain Inspector W. W. Recker's office.

Hunters Creek, Mich.—Albert Miller & Co. of Chicago, will build a 40 x 50 ft. elvtr. here. The house will have a 9 ft. basement.

Caro, Mich.—Farmers Elvtr. Co. incorporated; capital stock \$40,000; incorporators J. H. Milliken, R. W. Black and J. Wilson.

Saline, Mich.—We are installing a Monarch Feed Mill and motors. We will operate by electricity in future.—Cool Bros. Grain Co.

Flushing, Mich.—We have leased the elvtr. of Phillips & Darling.—W. J. Short & Co. have succeeded C. E. Hankins & Co.—J. E. Ottoway & Co.

Saginaw, Mich.—The Michigan Bean Jobbers Ass'n will probably hold its meeting the first week in September at Saginaw.—J. A. Heath, Richmond.

Grand Rapids, Mich.—Geo. Merritt, who has been connected with the Valley City Mfg. Co. for 18 years, has resigned and will engage in business on his own account.

Saginaw, Mich.—The annual convention of the Michigan Hay & Grain Dealers' Ass'n will be held at the Hotel Bancroft. Saginaw, Aug. 26.—Frank E. Nowlin, pres., Albion.

Detroit, Mich.—Henry Laudhoff, who resigned from the Board of Trade about a year ago after many years connection with it, has found the "call" of the market too strong and has applied for membership for the second time.

Grand Haven, Mich.—The elvtr. of the Detroit Grand Haven & Milwaukee Ry. Co. known as the Grand Trunk Elvtr. and 200 ft. of warehouse along the river, burned at 3 p. m., July 24; loss \$50,000; partially covered by insurance. The 56,000-bu. elvtr. was empty at the time of the fire. It is believed that tramps may have been responsible for the blaze.

MINNESOTA

Preston, Minn.—A. G. Olson has bot the elvtr. of Thos. McMichael, Jr.

Jeffers, Minn.—The Farmers Elvtr. Co. will build an addition to its elvtr.

Wheaton, Minn.—M. R. Martin is the new mgr. for the Farmers Elvtr. Co.

Winifred, Minn.—The elvtr. of E. J. Freeman & Co. has been completed.

Pipestone, Minn.—B. F. Veach of Twin Valley has bot the elvtr. of W. W. Fletcher.

Darfur, Minn.—The Farmers Elvtr. Co. has begun excavation work for its new elvtr.

Hastings, Minn.—T. E. Norton has succeeded J. E. Price as mgr. for us.—Farmers Elvtr. Co.

Barnesville, Minn.—The Farmers Elvtr. Co. has installed an Englehart Spout Holder and Loader.

Elmore, Minn.—R. H. Protexton has succeeded E. H. Sander as agt. for the St. John Grain Co.

Erskine, Minn.—The report that a farmers elvtr. company has been organized here is incorrect.—E.

Forada, Minn.—W. H. Vye is now mgr. for the Forada Co-operative Manufactory & Warehouse Co.

Altura, Minn.—We will open our elvtrs. at this station and at Bethany Aug. 15.—Altura Elvtr. Co.

Gibbon, Minn.—Olof Benson has succeeded J. E. Peterson as treas. of the Farmers Elvtr. Co.

New Richland, Minn.—The New Richland Mfg. Co. will build two 60,000-bu. steel grain storage tanks.

Hancock, Minn.—I will install a 7½-h.p. and a 20-h.p. motor in my elvtr. and feed mill.—John A. Johnson.

Willmar, Minn.—N. P. Murling is mgr. of Page & Co., successors to the Campbell-Hodgson Grain Co.—L. F. Hodgson.

Iona, Minn.—I have resigned as mgr. for Byrnes Bros.—C. W. Rathlisberger, now mgr. Farmers Elvtr. Ass'n. Slayton.

Luverne, Minn.—The Farmers Elvtr. Co. will close its elvtr. for a month and will thoroly overhaul and repair the house.

Crookston, Minn.—The Crookston Mfg. Co. contemplates extensive improvements in its plant including a 40,000-bu. elvtr.

Harmony, Minn.—We are out of the grain business and have sold our elvtr. here to Thos. Harstad.—Thos. McMichael, Jr.

Wheaton, Minn.—The elvtr. of the Monarch Elvtr. Co. was reopened July 27, with Frank Peterson, former mgr., in charge.

Elmore, Minn.—E. H. Sauder, mgr. for the St. John Grain Co., has resigned and will manage a farmers elvtr. in South Dakota.

Triumph, Minn.—The Farmers Elvtr. Co. incorporated; Harry Sheppard, Jas. Meehan, N. O. Nelson and others, incorporators.

Morgan, Minn.—E. W. Evans, mgr. of the Farmers Elvtr. Co., has resigned and is now mgr. for the farmers company at Bradley, S. D.

Lake Benton, Minn.—I am now located at this point.—R. M. Jorgensen, formerly mgr. for the Farmers Co-operative Co., De Smet, S. D.

Crookston, Minn.—Harry V. Curry has bot the elvtr. of Hanson & Barzen. The elvtr. will be overhauled and a cleaner and feed mill installed.

Jasper, Minn.—I am now mgr. of the Farmers Elvtr. Co. at Valley Springs, S. D.—G. Goedhart, Jr., formerly mgr. Northwestern Elvtr. Co.

Welcome, Minn.—The Farmers Elvtr. Co. has nearly completed its elvtr. The house is modern in every respect and is built on a concrete foundation.

Westbrook, Minn.—New officers of the Farmers Elvtr. Co. are T. H. Flynn, pres.; B. Johnson, vice-pres.; F. Eichner, treas., and Bert Milligan, sec'y-mgr.

Ihlen, Minn.—I have been transferred to the company's elvtr. at this station. I was formerly at Grover, S. D.—Ben L. Foster, mgr. Northwestern Elvtr. Co.

Rushford, Minn.—G. L. Rollins has succeeded E. G. Christgau as mgr. of the Farmers Elvtr. Co. Mr. Rollins was formerly agt. for T. McMichael at Preston.

North Redwood, Minn.—The new elvtr. of the Farmers Elvtr. Co. will be put into operation in about 10 days.—Morton Merchant Mfg. Co., W. H. Castle, mgr., Morton.

Slayton, Minn.—I have resigned my position with Byrnes Bros., at Iona, Minn., and am now mgr. for the Farmers Elvtr. Ass'n at this station.—C. W. Rathlisberger.

Freeborn, Minn.—G. J. Chaffe, formerly agt. for the Hunting Elvtr. Co. at this station, has gone to Austin and will engage in the tile business.—A. S. Johnson, now mgr.

Owatonna, Minn.—The Farmers Elvtr. Co. will repair its elvtr. and build new coal bins. The scales will be moved to the office and the house put into first class shape.

Lake Benton, Minn.—The following officers were elected at the recent annual meeting of the Farmers Elvtr. Co.: A. F. J. Lindermann, pres.; H. A. Simonsen, vice-pres.; J. Wind, sec'y, and A. Soderlind, treas.

Good Thunder, Minn.—H. H. Thiede is now mgr. for the Farmers Co-operative Exchange Co. He was formerly mgr. for the Farmers Grain & Merc. Company at Rothsay.

Stewartville, Minn.—Harley Payne, formerly mgr. for the Thorpe Elvtr. Co., is now agt. for our company at this point.—A. Blanchard, agt. Cargill Elvtr. Co., McIntire, Ia.

Bird Island, Minn.—M. Junger was elected pres. of the Farmers Elvtr. Co. at its recent annual meeting; H. J. Jungclaus, vice-pres.; C. Kenning, sec'y, and Chas. Glesener, treas.

Morton, Minn.—We have taken back our 300-bbl. mill and elvtr. which was leased but never operated by the Morton Mfg. Co. last fall.—Morton Merchant Mfg. Co., W. H. Castle, mgr.

Hallock, Minn.—The Farmers Elvtr. Co. has bot the elvtr. of the National Elvtr. Co. and I am agt. The old company just built a new office and made other improvements.—C. A. Erickson.

Elgin, Minn.—Claus Schacht, of Rochester, was recently elected pres. of the Farmers Elvtr. Co. R. L. Wood is sec'y-treas. The company will continue the lease on the elvtr. it now operates.

Deer Creek, Minn.—My brother, F. C. Rector, of Jud, N. D., who owns an elvtr. there and one at Nortonville, N. D., has bot the elvtr. of the Andrews Grain Co. here and I will be mgr.—S. M. Rector.

Org, Minn.—We will build additional coal sheds and a corn crib at this station and will repair the elvtr. and office, probably painting them also.—T. C. Ager, mgr. Farmers Co-operative Co., Worthington.

Aitken, Minn.—We are regularly engaged in the grain business and are building an elvtr. here. J. M. Tucker is pres. and mgr.; F. H. MacGregor, treas., and James MacGregor sec'y of the company.—Tucker MacGregor Co.

Good Thunder, Minn.—We have bot the R. L. Houck Cleaning House and have engaged in the general grain business. We will probably enlarge our elvtr. this fall and install a new cleaner.—Farmers Co-operative Exchange.

Brooks, Minn.—The Farmer Elvtr. Co. has been organized with a capital stock of \$10,000, and has let contract to D. F. Hoag & Co. for a 22,000-bu. iron clad elvtr. to be equipped with 22-ft. dump scale, 15-h.p. Fairbanks Oil Engine and 2 legs. It will cost \$6,500.

Erhard, Minn.—Albert T. Anderson has been retained as mgr. for the Farmers Elvtr. Co. for another year with an increase of \$15 a month in salary. The company also gave him \$100 as a present in recognition of his good work during the past year.—A.

Hawick, Minn.—I have resigned as grain buyer for the Cargill Elvtr. Co. at this station and am now mgr. of the Liberty Lbr. Co., which I have also run in connection with the elvtr. for the last 7 years. J. B. Gillette is the new agent for the Cargill Company.—A. W. Erickson.

Morton, Minn.—We have a new bank here and it has been trying to organize an elvtr. company, but at the first meeting only \$100 was subscribed. We do not think the chance of an organization is very good. The territory is too small and we have ample capacity.—Farmers Elvtr. Co.

Dumont, Minn.—Louis Preus, mgr. for the Monarch Elvtr. Co., was struck by an automobile while walking to the elvtr. He was knocked down by the machine and two wheels passed over his legs, breaking the large bone in one leg and the small one in the other. He will be laid up for some time.

Cannon Falls, Minn.—The plant of the Cannon Valley Mfg. Co., including a 30,000-bu. elvtr., warehouse and 800-bbl. mill, burned at 2 a. m., July 30; loss \$75,000; insurance \$68,000. Two cars of wheat and two of flour were also burned. The plant will be rebuilt at once and concrete will be used thruout the new buildings.

Barnesville, Minn.—Work has been started on the 40,000-bu. elvtr. of the Duluth Elvtr. Co. C. E. Bird & Co. have the contract. The company owned an elvtr. here a number of years ago, but it burned down.

Barrett, Minn.—The elvtr. of the Barrett Grain Co., containing 1,000 bus. of wheat and 1,300 of oats, burned recently; loss on building \$5,500; insurance \$2,000. The grain was fully covered by insurance. Six car-loads had just been shipped from the elvtr. The elvtrs. of the Farmers Elvtr. Co. and the Osborne-McMillan Elvtr. Co. were saved by a change in the wind which blew the flames away from them. The company has not fully decided as to rebuilding, but it is thot that a new house will be erected.

DULUTH LETTER.

Trading in flax futures in this market was resumed Aug. 8. A call for an additional 10c margin on trades has been made.

E. H. Pugh, formerly official sampler of the Board of Trade, who recently bot an interest in the No. Dakota Grain Co., has been admitted to membership.

The branch office of the Johnson-Olson Grain Co. of Minneapolis, in this city, has been closed and Mgr. B. F. Stone has gone to Lewistown, Mont., where he will make his headquarters. He will represent Woodward & Co. in Montana and western North Dakota.

The following have been admitted to membership in the Board of Trade: E. J. Maney; S. S. Turney; George F. Foster; H. W. Hellier; E. H. Pugh, and John A. Savage; H. D. McCord; H. L. Mankinson; John A. Lamb; Frank J. Seidl have retired from membership.—Chas. F. Macdonald, sec'y.

The flax market was demoralized from the opening Aug. 3. Stop loss orders had been reached and from an opening unchanged at \$1.69 for September it rushed downward to \$1.61 and then to \$1.55, the only trades being made at those figures. The offering of a very small amount was sufficient to break the market several cents and at 10 o'clock the Clearing Ass'n thru which future transactions are protected announced that it would clear no more trades in flax until further notice. The directors after conference deemed it wise to stop clearing, knowing that this action would stop trading, in order to give the trade an opportunity to advise customers of the situation. October opened unchanged at \$1.71 asked and fell to \$1.55. The directors of the clearing house determined that the closing price in Duluth should be 20 cents over the closing prices at Winnipeg, 20c representing the duty on flax. Accordingly September was closed at \$1.56, 13c down from Saturday, and October at \$1.58, also 13c lower. At the close there was but one bidder for cash seed and that was for only choice No. 1 at \$1.52 1/2.—Daily Record.

MINNEAPOLIS LETTER.

J. B. Becher of the Becher-La Bree Co., of Duluth, is sec'y of the recently incorporated Abbey Grain Co.

J. C. Miller formerly mgr. for the Farmers Elvtr. Co. at Page, N. D., is now on the road for the Fraser-Smith Co.

Dodge Elvtr. Co. incorporated; capital stock \$100,000; Robt. G. Dodge, Chas. M. Case and L. K. Eaton, incorporators.

R. N. Hoople, of the Cargill Elvtr. Co., was among the passengers in the stage coaches that were held up and robbed recently by a lone bandit in Yellowstone Park, Montana.

J. C. Andrews has resigned from the Pillsbury Co. and will devote his entire time to the new milling plant now under construction for a new company of which he is a member. The plant is to be completed Nov. 1.

Tom Medley, affectionately known to the members of the Chamber of Commerce for the last 33 years as "Old Tom," is dead after an illness of several weeks' duration. He was 70 years old and had been an attendant in the smoking room for over a quarter of a century.

Carl E. Austin is now Winnipeg (Can.) representative for the McCabe Bros. Co., Duluth. He was formerly with the Columbia Elvtr. Co.

Shortly after the opening of the Chamber of Commerce, Aug. 3, trading in flax futures was stopped. The demoralization of the foreign traffic service made it impossible to sell any by-product abroad and crushers naturally could not afford to pay as much for flax seed. Some sales of cash flax were made early on the basis of September when that future was around \$1.62. Later, when the elvtr. in futures was shut off the crushers tried to work on a basis of the Winnipeg futures, but with little success.

The stockholders of the Monarch Elvtr. Co. of this city are now forming a \$750,000 corporation under the laws of the state of Minnesota to be known as the "Monarch Elvtr. Co.," which will at an early date acquire all the elvtr. properties of the present company, (a West Virginia corporation) also the line elvtr. properties of the Duluth Elvtr. Co. of Minneapolis, and the terminal elevator property of the Republic Elvtr. Co. also of Minneapolis. The management of the new company will be comprised of all of the officers of the present company.—W. L. Smith, gen. supt. Monarch Elvtr. Co.

The Equity Co-operative Exchange is defendant in a suit brot in the United States District Court here by J. Emerson Greenfield, and Samuel Crampton, partners in the firm of Greenfield & Crampton, grain commission merchants at Superior, Wis., to recover \$21,166 damages for alleged conspiracy to break a contract plaintiffs had to handle the business of the exchange at the head of the lakes. Matthew A. Sauter, a former employee of the firm is made defendant, with Geo. S. Loftus and J. M. Anderson, on the charge that Sauter, who was office manager, took the business methods and plans of operation and transferred \$1,187 standing in the name of plaintiffs to the credit of the defendants. Plaintiffs charge that the value of the capital stock was injured by mismanagement and political activity, that there has been a deficit every year; that the apparent deficit in July, 1913, was \$8,670; that the real deficit was more than this. G. A. Thiel, sec'y of the Exchange, states that the \$8,000 deficit was used to build up the organization. Judge Withrow, attorney for plaintiffs, states that the Exchange sold grain for farmers to the Chamber of Commerce at one cent per bushel less than the market price.

ST. PAUL LETTER.

The new Grain Exchange will have quarters in the Pioneer Bldg. Marcus D. Munn is chairman of the com'ite in charge of the organization work of the exchange.

The Farmers Equity Co-operative Exchange moved into its new quarters in the Pioneer Bldg. and opened for business Aug. 4. The removal from Minneapolis will not, however, be celebrated until Dec. 8.

The loss on our elvtr. burned July 16, amounted to \$19,000 with \$10,000 insurance. The loss on grain was \$16,000 with \$6,000 insurance. We will rebuild the house at once.—Jameson, Hevener & Griggs.

The state railroad and warehouse com's'n recently sent out a circular letter containing suggestions for rapid handling of grain cars so as to avoid a congestion. Among them were the following: To Shippers—Make requests for cars to your station agent in writing. See that enough grain or other commodities is on hand to load cars to capacity as soon as cars are set. To Railroads—See that a record book of cars is kept at every station. Have necessary repairs on boxcars made at once.

On July 28, the state warehouse and railroad com's'n ordered all railroads operating in the state, to establish and apply joint rates thru all points of connection in accordance with the rules of the com's'n based on the Cashman distance tariff law. Many of the original rules have been modified and changed but the following are now in force on wheat and coarse grain: "Joint thru rates for commodity Schedules

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11 and 12, wheat and coarse grain, shall be made up on the basis of 85% of the local rates and shall apply through all junction points except in the two cases following: When the shipment moves through Minneapolis or Minnesota Transfer or St. Paul to Duluth or through Duluth or Minneapolis or Minnesota Transfer or St. Paul the joint rate shall be made the local 'in' plus an arbitrary of 5c per 100 lbs.; when the shipment moves from Duluth through Minneapolis or Minnesota Transfer or St. Paul, to any point in the state, or from Minneapolis or Minnesota Transfer or St. Paul to Duluth, to any point in the state, the joint rate shall be an arbitrary of 5c per 100 lbs. plus the local 'out' from Minneapolis, Minnesota Transfer, St. Paul or Duluth to destination." The following exception has been granted: Joint rates on commodity Schedules 11, 12, 17, 18 and 19, wheat, and coarse grain, moving over the lines of the C. St. P. M. & O. and C. & N. W. railways shall be made up on the basis of an arbitrary of 1c over the continuous mileage rate established by the commission for Class "A" roads. A few of the small roads including the M. & N. Dan Patch Line, Electric Short Line, M. & R. R., M. R. L. & M., M. D. & W., D. & N., M. D. & N., M. H. C. & W. and the Messabé R. R. are exempted from the applications of the rules.

MISSOURI

Brunswick, Mo.—The mill of the Owens Grain & Mfg. Co. recently burned to the ground.

Memphis, Mo.—A. G. Craig has a feed store here, but buys and ships wheat and hay.—W. P. Briggs & Son.

Kahoka, Mo.—Sherwood & Hanslow have installed a 28-h.p. Lauson Frost King Kerosene Engine in their elvtr., doing away with the steam engine.

Albany, Mo.—S. E. Jones has bot the interest of W. C. Elder in the Elder Grain & Feed Co. Fred Elder, his son-in-law, will be associated with him in the business.

Odessa, Mo.—I have recently leased my elvtr. to Weber & De Moss (L. E. Weber and J. P. De Moss props.), for a year I am giving it up on account of ill health.—Milton Varner.

Bigelow, Mo.—Our company is the same as Brownfield & Teare, of Craig.—W. T. Crews, Bigelow Grain Co.—The company recently bot the elvtr. of the John H. Lynds Mill & Elvtr. Co.

Galesburg (Oronogo p.o.), Mo.—The elvtr. at this station has been completed. It is owned by Ball & Gunning Mill & Elvtr. Co. of Webb City and has a capacity of 4,000 bus.—Cowgill & Hill Mfg. Co., Carthage.

St. Joseph, Mo.—Work has been started on the piling for the foundations of a 225,000-bu. cement storage tank addition to the elvtr. of the C. B. & Q. Ry. Co. at Florence Crossing. The addition is being built by R. H. Clark, F. and J. L. Frederick, A. J. Brunswig and T. P. Gordon under a special arrangement with the railroad company. The tanks will cost \$60,000 and are to be completed Sept. 1. The Burrell Engineering & Constr. Co. has the contract.

KANSAS CITY LETTER

H. G. Wilson, traffic mgr. of the Transportation Dept. of the Commercial Club, has resigned after 7 years' service and will go to Toledo, O., as traffic com's'ner of that city's traffic buro, assuming office Sept. 1.

Since Jan. 1 Board of Trade memberships have advanced \$950 in price. A record price was set recently when Theo. E. Cunningham, of Harris, Winthrop & Co., of Chicago, paid \$3,000 for the membership of John D. Seitz, the price not including the \$500 transfer fee.

By the small margin of 4 votes the Board of Trade failed to carry for a second time, the proposed amendment to limit reinspection on grain to 5 days. The first battle on the amendment resulted in 9 votes short of a majority. The matter will come up again in a short time and it is predicted that the elvtr. interests which oppose the change, will be compelled to yield.

The following charges per car for inspection and weighing of grain and for moisture tests, became effective July 1, by order of the state grain and weighing dept.: inspection fee in railroad yards, 50c; sample furnished, 15c; moisture test, including sample, 25c; "in" inspection at elvtr., if not inspected in Missouri yards, 50c; "out" inspection at elvtr., 50c; "in" weighing, 40c; "out" weighing, 25c; "transfers" not inspected in Missouri yards, 50c; "in" weighing fee only on "transfers," 50c; moisture test on "transfer," "in" and "out," one charge, 25c, and moisture test on "out" cars, 25c. Under the new grades of corn and moisture percentages, all corn inspected by this dept. in the yards, or "in" or "out" of elvtrs., must be given the moisture test and graded according to the new rules. This means that the moisture test must be taken on all corn loaded out of public elvtrs., and on "Transfers" the tests will be made from samples taken from both the "in" and "out" car, but only one charge will be made for both moisture tests on a "Transfer" car. This dept. will hereafter charge for all re-inspections, regardless of the grade on re-inspection, unless the inspector was in error in the first inspection, in which case no charge will be made for the re-inspection. This rule is necessary for the protection of the dept. since the adoption of the new Government grades for corn and moisture percentages, which may vary on different samples from the same car within 24 hrs. or less time.—Jas. T. Bradshaw, state warehouse Com's'ner. M. C. Fears, chief inspector.

ST. LOUIS LETTER

Edward A. James of Chicago has applied for membership in the Merchants Exchange. He is vice pres. of the Armour Grain Co.

Chas. P. Burr, pres. of G. P. Burr & Co., and a member of the Merchants Exchange since 1868, died suddenly July 24. Mr. Burr suffered a nervous breakdown some time ago, but was thot to be improving. He has been pres. of the company he founded for 40 years and has been especially prominent in the futures market. He is survived by his widow and a daughter.

The directors of the Merchants Exchange have announced that in deference to an opinion of Attorney-General Barker, the "to-arrive" rule and regulations on the exchange have been suspended until further notice. The rule was adopted two weeks ago to make bids on grain on the exchange the ruling prices throughout the state. Edward M. Flesh, pres. of the Albers Com's'n Co., complained to Barker that the rule was in restraint of trade. Pres. Hall said: "Mr. Barker's opinion, however, does not affect the law, and I am of the opinion that when we have an opportunity to present the matter to him from our point of view we will be able to convince him that the rules and regulations are not in restraint of trade, and that the section to which he most objects is commendable rather than objectionable. In the present unsettled state of business we deemed it better to let the matter rest, but later it will be taken up and our rights will be determined."

The following letter was sent by the grain dealers of the Merchants Exchange to country correspondents and customers, July 31: "Owing to the unsettled conditions arising from the warlike situation in Europe and especially to the fact that the elvtrs. of the city are becoming badly congested by the volume of wheat that has poured into the market, we deem it inadvisable for country shippers to make further consignments of grain to St. Louis at the present time, lest it precipitate such a blockade of railroads and elvtrs. as will make it impossible to handle the grain promptly or properly and result in the accumulation of heavy demurrage charges, or an unwarranted sacrifice of values. By waiting until the ordinary channels of trade are freely open and business of every nature restored to a normal basis we believe grain shippers will get better results and in order to forestall a traffic condition which may easily become very serious if grain continues to arrive here faster than

it can be handled, the undersigned urgently advise all country shippers to discontinue consignments until further advised and now give notice that no drafts will be paid on grain consigned after Aug. 1 until such time as we notify you that improved conditions warrant the resumption of consignment business in the usual way. Any drafts against shipments of grain already sold to arrive or to be applied on previous contracts will be protected, provided proper and customary margin is allowed to cover guarantee of weights and grade, and the moment we consider that it is to the advantage of the country shipper to resume consignments to this market we will give due notice of that fact and be glad to honor all proper drafts against such consignments."

MONTANA

Moccasin, Mont.—The Farmers Elvtr. Co. is building an addition to its elvtr.

Plevna, Mont.—It is reported that another elvtr. will be erected here this fall.

Broadview, Mont.—C. M. Hunter, of Crary, N. D., is now mgr. for the Farmers Elvtr. Co.

Lakeside, Mont.—A. Storwick has succeeded E. J. Cody as pres. of the Farmers Elvtr. Co.

Acton, Mont.—The Occident Elvtr. Co. has installed an Englehart Spout Holder and Loader.

Whitehall, Mont.—The Montana Central Elvtr. Co. will probably build an elvtr. here this summer.

Saco, Mont.—Geo. Russell of Malta is buyer for the St. Anthony & Dakota Elvtr. Co. at this point.

Homestead, Mont.—The Farmers Grain Elvtr. Co. will build an elvtr. as soon as the material arrives.

Lewistown, Mont.—The elvtr. of the Montana Flour Mills Co. was recently slightly damaged by fire.

Marsh, Mont.—N. B. Hogmire is our agt. here.—M. M. Shockley, mgr. Eastern Montana Elvtr. Co., Glendive.

Harrison, Mont.—The machinery for the new elvtr. of the Montana Central Elvtr. Co. at this station has arrived.

Christina (Hilger p. o.), Mont.—The farmers of this vicinity are reported to be about to build a 25,000-bu. elvtr.

Intake, Mont.—Matt Griebler is agt. for the Eastern Montana Elvtr. Co. at this station.—M. M. Shockley, mgr. Glendive.

Whitefish, Mont.—This station has been mentioned as a possible location for an elvtr. by the Cascade Mfg. Co. of Cascade.

Ledger (Fowler p. o.), Mont.—We are building a 30,000-bu. elvtr. at this station.—A. D. Johnson, pres. Johnson Grain Co., Conrad.

Box Elder, Mont.—Cowan & Son are building a 30,000-bu. elvtr. Every effort will be made to complete it in time for this year's crop.

Arrow Creek, Mont.—J. G. Hanson, formerly agt. for the Montana Elvtr. Co. here, is now located at Square Butte (Geraldine p. o.).

Great Falls, Mont.—The McCaull Webster Elvtr. Co., State Elvtr. Co. and the Farmers Elvtr. Co. are reported to be about to build elvtrs. at this point.

Scoby, Mont.—H. N. Lunde, formerly agt. of the Farmers Elvtr. Co., Wolford, N. D., will engage in the elvtr. business at this point on his own account.

Great Falls, Mont.—We are building up-to-date receiving elvtrs. at Bole (no p. o.) and at Franklin.—W. H. Pierce, supt. Rocky Mountain Elvtr. Co.

Saco, Mont.—The Imperial Elvtr. Co. is getting material on the ground for the erection of an elvtr.—St. Anthony & Dakota Elvtr. Co., G. C. Russell, agt.

Clyde Park, Mont.—Peter Schneckloth has bot the elvtr. of the Hawkeye Elvtr. Co. He is from Sioux Falls, S. D.—C. K. Liquin, Liquin-Williams Co., Wilsall.

Judith Gap, Mont.—The McCaull-Webster Elvtr. Co. will build a 20,000-bu. elvtr. at this point. Work will be started at once and John A. Bring will be mgr. when the house is finished.

Huntley, Mont.—Farmers Trading & Supply Co., incorporated to deal in grain, etc.; capital stock, \$10,000; S. E. Tollier, pres., and B. B. Clark, sec'y-treas. The new company has bot the Haskell Elvtr.

Scobey, Mont.—Farmers Elvtr. Co. incorporated; capital stock, \$15,000; incorporators, Theo. Colby, S. Burgess and Frank Hughes of East Scobey and J. C. Trimmmons and G. N. Robinson of this city.

Wilsall, Mont.—W. F. Giese has bot the elvtr. of the Valley Grain Co., W. J. Schutte and C. V. Doll, props. He has just moved here from Doland, S. D. Other firms here are the Occident Elvtr. Co. and our company.—C. K. Liquin, Liquin-Williams Co.

Lewistown, Mont.—B. F. Stone, who has been mgr. for the Johnson-Olson Grain Co. at Duluth, is now with Woodward & Co. of Minneapolis. He will make his headquarters in this city and will represent the company in this state and western North Dakota.

Oxford, Mont.—The material for the new elvtr. of the Farmers Elvtr. Co. of Judith Gap, at this station, has arrived and as soon as the railroad company stakes out the site, work will be started. The elvtr. will be completed about Aug. 15. Napper & Perssons have the contract.

Helena, Mont.—The erection of 2 or more elvtrs. in this city is being strongly agitated by business men, including former Senator T. C. Power who is seriously considering the matter and may build for himself. Several Minneapolis firms are also said to be considering the subject.

Conrad, Mont.—Officers of our company, which was recently incorporated, are D. B. Finkenbinder, vice-pres., A. Lock, sec'y-treas., and myself pres. I may go into the grain brokerage business on my own account in Grand Forks, as has been reported, but have made no definite plans.—Arthur P. Johnson, Johnson Grain Co.

Brockton, Mont.—Our company was organized at a meeting held July 17 and was incorporated for \$15,000 on the 25th. We elected a board of directors that day, appointed a building com'ite, subscribed about \$6,000 worth of stock, elected a sec'y-treas., an ass't sec'y, and a temporary mgr. The building com'ite let the contract the same day for a 30,000-bu. elvtr., to be completed on or before Sept. 25. They even adopted the by-laws. This was all done from 3 p. m. to 7 p. m. or in a little less than four hours, without a recess. We think this is a record breaker for quick work. It also shows the business spirit of our farmers. We felt that the matter had to be settled once as the busy season had commenced. The Farmers Elvtr. Co. of Culbertson had an elvtr. site at this point which was turned over to us the same day. The officers are C. P. Goodwin, pres.; Henry Miller, vice-pres.; Louis Peterson, sec'y-treas., and S. S. Nelson, ass't sec'y. Everything was left to the two sec'y's and they will go right ahead without any further meetings.—Louis Peterson, mgr. Farmers Elvtr. Co., Culbertson.

NEBRASKA

Ashland, Neb.—I have succeeded P. Nelson.—H. A. Dimmick.

Red Willow, Neb.—The local elvtr. has been put into operation.

Lebanon, Neb.—Chas. N. Nichols is now mgr. for the Duff Grain Co.

Beatrice, Neb.—Our elvtr. is not closed as has been reported.—Black Bros.

Panama, Neb.—Jess McClon is now working at the elvtr. of D. D. Hedges.

Blair, Neb.—I am now agt. for the Crowell Lbr. & Grain Co.—M. R. Lippincott.

Oxford, Neb.—We have leased our elvtr. here to the Farmers Equity.—Wilsey Grain Co.

Western, Neb.—Lloyd Wheeler has bot the West Elvtr. formerly operated by Black Bros.

Thurston, Neb.—The Benson Grain Co. have thoroly overhauled and repaired its elvtr.

Kesterson sta. (Endicott p. o.), Neb.—Geo. Gregory has opened his elvtr. for the season.

Danbury, Neb.—Fred Redfeldt of Lebanon is now mgr. for the Duff Grain Co. at this station.

South Omaha, Neb.—The Gate City Mill Co. has purchased a Hall Signaling Distributor.

Platte Center, Neb.—The T. B. Hord Grain Co. has installed an 8 h.p. engine in its elvtr.

Salem, Neb.—The elvtr. of J. Windle was recently struck by lightning, but the damage was slight.

Pawnee City, Neb.—We have installed a Richardson Automatic Scale.—W. S. Potts Grain Co.

Shelton, Neb.—The Shelton Grain Co. has been organized and has leased the elvtr. of F. A. Kimbrough.

Homer, Neb.—Chas. Hiserote has bot the elvtr. of the Homer Elvtr. Co. of which J. B. O'Conner is mgr.

Edison, Neb.—The elvtr. of the Updike Grain Co. is being overhauled and will be opened for business.

Cowles, Neb.—We expect to install a direct loading spout at once.—Geo. W. Cochran, agt. C. B. Seldomridge.

North Bend, Neb.—The C. A. Miller Grain Co. has put a tin roof on its elvtr. and made other improvements.

Oak, Neb.—Carl Washington is elvtr. man here but I am still mgr.—M. L. Clatton, Nye-Schneider-Fowler Co.

Laurel, Neb.—Harry K. Durril has succeeded E. W. Baker as mgr. for the Atlas Elvtr. Co., Mr. Baker having resigned.

Ralston, Neb.—The new elvtr. of the Ralston Elvtr. & Mfg. Co. has been completed and was put into operation July 21.

Scotia, Neb.—The Scotia Grain & Stock Co. is installing a 3,000-bu. Fairbanks Automatic Scale in its elvtr.—Elmer West, mgr.

Stamford, Neb.—The farmers Equity Union will buy the elvtr. of W. M. Clark.—H. L. Leonard, rep. Lincoln Grain Co., Oxford.

Moorefield, Neb.—The Shannon Grain Co. has opened its elvtr. here. I am agt. The house was closed all winter.—James Pearson.

Elm Creek, Neb.—The elvtr. of the Omaha Elvtr. Co. was recently struck by lightning, but Mgr. Sutton reports no damage.

Walthill, Neb.—The elvtr. of the Farmers Grain Co. has been thoroly overhauled and is now in first class condition for the new crop.

Glenwood Park (Kearney p. o.), Neb.—The Kearney Flour Mills Co. has leased the elvtr. of the Omaha Elvtr. Co. Henry Beadle is mgr.

Fordyce, Neb.—The elvtr. of the McCaull-Webster Elvtr. Co. will be reopened at an early date with I. G. Corey of Harington as mgr.

Prosser, Neb.—Farmers Elvtr. & Lbr. Co. incorporated; capital stock \$50,000; Henry Augustine, S. Strauss, Lee W. Ramsey and others incorporators.

Turrlington (Dunbar p. o.), Neb.—The elvtr. of the Duff Grain Co. was recently struck by lightning and badly damaged. Repairs will be made at once.

Wauneta, Neb.—Work on the 5,000-bu. addition to the elvtr. of the Shannon Grain Co. has been started and efforts will be made to complete it rapidly.

Lushton, Neb.—Ed. Robinson is the new grain buyer for the Van Winckle Grain & Lbr. Co. C. Walters is also employed at the elvtr. but will later be transferred to one of the western houses of the company.

Red Cloud, Neb.—The Malone-Avery Lbr. Co. has bot the site of the Diamond Mfg. Co. which will move its mill to a new site nearer the depot and build an elvtr.

Gresham, Neb.—Ralph Thompson has succeeded S. A. Tobey as agt. for the Updike Grain Co., Mr. Tobey having been sent to manage the company's elvtr. at Elkhorn.

Atlanta, Neb.—I succeeded J. M. Hopkins as mgr. for the Farmers Grain & Supply Co., July 1. Mr. Hopkins has retired after 10 years of service.—A. C. Olson.

Springfield, Neb.—The Lincoln Grain Co. has leased the elvtr. of Johnson & Bates.—Dan Bourke.—This elvtr. was operated under lease last year by Johnson & Armstrong.

Leigh, Neb.—The Nye-Schneider-Fowler Co. has built an addition to its office, put the elvtr. on a concrete foundation, concreted all floors and made other needed improvements.

Winnebago, Neb.—C. A. Reed, who has been with us at Oxford, Neb., for 7 years, will take our station here. He will move his family to this point if the crop matures.—Wilsey Grain Co.

Hastings, Neb.—It is believed that if the proposed terminal elvtr. to be built by the various farmers elvtr. companies of the state should materialize, this city would be the site selected for it.

Riverdale, Neb.—The elvtr. recently leased by Farmers Elvtr. Co. is owned by the Trans-Mississippi Grain Co. O. G. Enox is mgr. The old shovel house of the Farmers Grain Co. has been sold at auction.

Crete, Neb.—The new elvtr. of the Crete Mills is nearly completed. It stands on a 20 ft. foundation, is 45 ft. square and 103 ft. high, and has a capacity of 85,000 bus. The new warehouse will hold 45 cars of grain and feed.

Indianola, Neb.—The elvtr. of Strockey & Gamsby is now operated by the Farmers Grain & L. S. Co. and Lee Sargent is mgr. Koehler, Twidale & McCallum operate our elvtr. J. Recter is buyer.—W. M. McCallum & Co.

Surprise, Neb.—A two foot hole was burned in the roof of the engine room of elvtr. of the Nye-Schneider-Fowler Co., July 21, when fire started near the engine. The blaze was discovered in time to prevent serious damage.

Fremont, Neb.—Wm. P. Fried, vice-pres. of the Nye-Schneider-Fowler Co., died July 22, after a 6 months' illness. Mr. Fried had been connected with the firm for 44 years and was well known to the grain trade of this vicinity.

Bartley, Neb.—The scales in my elvtr. and those in the elvtr. of the Duff Grain Co. have been overhauled. Paul Reimer, who has been my agt. for 10 years, is now agt. for the Farmers Grain Co. at Blakeman, Kan.—Edward E. Smith.

Glenwood Park (R. D. No. 2 Kearney), Neb.—We have entered the grain business at this station.—A. R. Crosby, mgr. Farmers Grain & Live Stock Co.—The company recently leased a local elvtr. and has incorporated for \$10,000. Incorporators include A. R. Crosby, E. Eagle, Chris Lantz, A. C. Snyder and others.

Trenton, Neb.—We have leased the East Elvtr. owned by Frank Real, who bot it of the Milbourn Smith Grain Co. O. M. Kellogg owns and operates the West Elvtr., which is in charge of F. O. Richeson as mgr. Our officers are E. D. Jones, pres.; J. E. Jones, sec'y and myself mgr. Clark Marsh is not mgr. as has been reported.—R. A. Gibson, Trenton Equity Exchange.—T. W. Jones is ass't at the elvtr.

Beatrice, Neb.—The corn mill of the Nebraska Corn Mills Co. was struck by lightning at 7 p. m., July 30, and the entire plant with the exception of the power house burned to the ground; loss on plant \$60,000; on 50,000 bus. of corn in building, sacks, etc., \$30,000. The building was only partially insured, but the contents were fully covered.

The GRAIN DEALERS JOURNAL.

Brooklyn, N. Y.—I am not mgr. of a mill as reported. I came from Tynan, S. C., to take charge of the flouring mill here.—W. H. Harrison.

Oxford, Neb.—The Gupton Grain Co. is still in business at this station and has not leased its elvtr. to the Farmers Equity Union as reported. The Union has leased the elvtr. of the Wilsey Grain Co. here.—H. L. Leonard, rep. Lincoln Grain Co.—Mr. Leonard has opened a branch office for the Lincoln Grain Co. in the elvtr. of the Gupton Company.

OMAHA LETTER.

Omaha, Neb.—Webster City Elvtr. Co. incorporated; capital stock \$12,500; J. R. Brown, E. S. Westbrook and O. E. Harris incorporators.

Omaha, Neb.—Ida County Grain Co. incorporated; capital stock \$12,500; G. R. Spurgeon, E. S. Westbrook, and O. E. Harris incorporators.

Omaha, Neb.—The Albers & Pollock Grain Co., which recently opened offices in this city, controls 9 elvtrs. and 2 mills in Iowa. The mills are at Dennison and Manning, Ia.

Omaha, Neb.—We have succeeded the Cavers Elvtr. Co. but there is no change in ownership or management.—Cavers Sturtevant Co. per C. D. Sturtevant, sec'y-treas. The new company has been incorporated for \$100,000.

NEW ENGLAND

Boston, Mass.—Jos. J. Durvan and Chas. A. Perry have applied for membership in the Chamber of Commerce.

Buckfield, Me.—We have bot one of the mills and a storehouse on the M. C. tracks of the Buckfield Grain Co.—J. B. Ham Co., Lewiston.

Wakefield Jct. (Wakefield p. o.), Mass.—Wm. T. and Leo P. Curley, operating as Curley Bros., will build a 20,000-bu elvtr. 60 ft. high.

Gardner, Mass.—L. W. Howe will tear down the building occupied by the Howe Bros. Grain Co. and will put up new quarters for the company. The new building will cost \$20,000.

NEW MEXICO

Clovis, N. M.—I am now located at this point, having sold my elvtr. at Lucien, Okla.—Lester Stone.

Clovis, N. M.—E. P. Burdick, buyer for the C. B. Cozart Grain Co., has stated that his company will probably build a large elvtr. and feed mill here.

NEW YORK

Oneida, N. Y.—Albert Schwill & Co. of Chicago have bot the malting plant of G. T. Lyon and E. D. Johnson. Possession was given Aug. 1, but the new owners are remodeling the buildings and will open the plant Sept. 1. A new cleaner will be added to the machinery equipment.

Buffalo, N. Y.—Overheated machinery on the top floor of the plant of the Globe Mfg. Co. is given as the cause of the fire that damaged the roof of the building at 10 p. m., July 23, to the extent of \$2,000. The entire plant was threatened for a time but by hard work the blaze was confined to the roof.

Buffalo, N. Y.—Grain men of this city, aided by the marine and many other interests, have petitioned the city council to provide \$12,500 for the purpose of removing obstructions on the seawall strip of land, so that the land may be cleared for a \$500,000 elvtr. to be erected by the grain interest on the harbor lands of the Buffalo Harbor Land Co. Six buildings must be removed before the Penna. Ry. Co. can lay a switch to the site and the squatters now holding them ask that they be paid for the buildings at least. It is said that the council will pay for the buildings actually torn down, but all other squatters will receive no compensation even if they are driven from the land.

Brooklyn, N. Y.—P. Stalknecht Co. incorporated to deal in hay and grain; capital stock \$10,000; E. and P. Stalknecht and Jos. Henriken incorporators.

Oneida, N. Y.—Owing to a death in the family of the chief counsel for Max M. Hart, who with others is being tried for the alleged wrecking of the Oneida Mfg. Co., the trial was brot to a halt recently. Mr. Hart, however, will be held without bond until the resumption of the case, owing to the rumors of jury tampering that have reached Judge Ray.

NEW YORK CITY LETTER.

S. H. P. Pell & Co. grain and cotton brokers, suspended business July 30.

Metropolitan Hay & Grain Co.: incorporated; capital stock \$10,000; Frank R. Series, Wm. Hollinger and A. W. Dalton, incorporators.

L. C. Ibister has succeeded H. R. Proctor as representative for the Hancock Grain Co. of Philadelphia on the Produce Exchange. Mr. Proctor is now with the Brainard Com'sn Co.

Robt. Edelstein, formerly with Wells Bros., London, Eng., has been admitted to membership in the Produce Exchange. Mr. Edelstein is New York representative for Weil Hermanos & Co., who make a specialty of handling Argentine corn and wheat.

The Board of Mgrs. of the Produce Exchange, which recently ruled that the Kehl Flour Mills Co., St. Louis, Mo., be excluded from the privileges of doing business on the floor of the Exchange because of a complaint brot against it by the Uranium Steamship Co., has now rescinded that ruling and the mill is again permitted to do business there pending a settlement of the matter in question.

NORTH DAKOTA

Mooretown, N. D.—The Farmers Elvtr. Co. will enlarge its elvtr.

Cooperstown, N. D.—The elvtr. of the Gt. Western Grain Co. is closed.

Turtle Lake, N. D.—I am now agt. for the Occident Elvtr. Co.—F. O. Torno.

Havelock, N. D.—I am agt. for the Havelock Equity Exchange.—R. L. Larson.

La Moure, N. D.—The elvtr. of the James River Grain Co. has been painted.

Rugby, N. D.—An elvtr. will be erected on a siding to be put in between here and Barton.

Dwight, N. D.—The Farmers Elvtr. Co. has installed an Englehart Spout Holder and Loader.

Lakota, N. D.—Preparations are being made for the erection of a 10,000-bu elvtr. at this point.

Bowman, N. D.—The Bowman Equity Exchange has bot the elvtr. of the Columbia Elvtr. Co.

Cando, N. D.—Work is being rushed on the big addition to the elvtr. of the Cando Flouring Mills.

Dresden, N. D.—L. Lundgren is our new mgr. at this station.—Cargill Elvtr. Co., Minneapolis, Minn.

Wolford, N. D.—I succeeded Herman Lunde as mgr. here.—S. O. Leslie, agt. Farmers Elvtr. Co.

Verona, N. D.—Robert Freeman has bot the elvtr. of the Farmers Elvtr. Co. owned by Croden and others.

Griffin, N. D.—The Western Lbr. & Grain Co. suffered a \$100 fire loss when lightning struck the elvtr. July 28.

Crystal, N. D.—The elvtr. of the Farmers Elvtr. Co. was damaged to the extent of \$100 by lightning July 21.

Walden sta. (Page p. o.), N. D.—I am now mgr. of the Farmers Elvtr. Co. at this siding.—Nels Osterdahl.

Tower, N. D.—I have been transferred to the company's elvtr. at McCanna.—F. R. Lynch, agt. National Elvtr. Co.

Melville, N. D.—We are rebuilding the elvtr. at this station which burned June 15.—Star Elvtr. Co., Jamestown.

Chaseley, N. D.—Chas. P. Elliott has re-signed as mgr. of the Farmers Elvtr. Co.

Rival sta. (Columbus p. o.), N. D.—One of the local elvtrs. was recently struck by lightning and burned to the ground.

Clyde, N. D.—M. D. O'Neill, formerly agt for the Farmers Elvtr. Co., is now located at Rawson (Alexander p. o.).

Moselle (Wyndmere p. o.), N. D.—The elvtr. of the Osborne-McMillan Elvtr. Co. has been painted.—H. L. Schonover, agt.

McCanna, N. D.—I am now buying at this station, having been transferred from Tower.—F. R. Lynch, agt. National Elvtr. Co.

Wyndmere, N. D.—The Farmers Elvtr. Co. is building an office. A larger engine will be installed in the elvtr.—J. D. Olson, mgr.

Barney, N. D.—The Farmers Elvtr. Co. has bot the elvtr. of the Barney Market Co. and will operate 2 elvtrs. at this station.

Rawson (Alexander p. o.), N. D.—I am now located at this point.—M. D. O'Neill, formerly mgr. for the Farmers Elvtr. Co. at Clyde.

Prosper, N. D.—We have recently installed an Owens Fanning Mill in our elvtr.

—H. L. Hanson, sec'y Equity Elvtr. & Trading Co.

Maza, N. D.—Chas. Hunsley has succeeded me as agt. for the Heising Grain Co.—S. O. Leslie, mgr. Farmers Elvtr. Co., Wolford.

Burt, N. D.—The Burt Equity Exchange, incorporated; capital stock, \$5,000; J. C. Schleicher, J. A. Sullivan and Wm. Himes, incorporators.

Mott, N. D.—The Mott Equity Exchange, incorporated; capital stock, \$35,000; G. H. Cpland, F. D. Bundy and James Bannon, incorporators.

Arnegard, N. D.—Work on the foundations of the Farmers Elvtr. Co. is nearly completed and the super-structure will be started at once.

Minto, N. D.—Nick Henner, formerly mgr. for the Farmers Equity Elvtr. Co. at Kramer, is now mgr. for the Farmers Elvtr. Co. at this station.

Streeter, N. D.—T. Graff and Geo. and Fred Wentz have bot the elvtr. owned by H. Kraft and E. H. Pfniger, and known as the Farmers Elvtr.

Sykeston, N. D.—I have been transferred to the elvtr. at this station.—Chas. E. Mutschler, agt. Occident Elvtr. Co., formerly at Golden Valley.

Crosby, N. D.—A. N. Sorbo, formerly mgr. for the Farmers Elvtr. Co. at Fortuna, has bot the elvtr. of the Winter-Truesell-Ames Co. and will operate it.

Des Lacs, N. D.—The new 40,000-bu. elvtr. of the Farmers Elvtr. Co. will stand on the site of the old house which is being wrecked.—Herman Holz, mgr.

Antler, N. D.—We have bot the elvtr. and coal sheds of John D. Gruber.—Aug. W. Krueger, sec'y Farmers Elvtr. Co. The Farmers Elvtr. burned Feb. 2.

Arthur, N. D.—New officers of the Farmers Elvtr. Co. are J. E. Sommerfield, pres.; T. C. Hockridge, vice-pres.; J. A. Burgund, sec'y-treas. and mgr.

Haynes, N. D.—We have bot the elvtr. of the John Hokanson Grain Co. Geo. Lewis is pres. and B. B. Bobb sec'y-treas.—Haynes Equity Union Exchange.

Regent, N. D.—The contract for the new elvtr. of the Farmers Elvtr. Co. has not been let but the plans are being drawn and bids will be asked in a few days.

Johnson's Spur (no p. o.), N. D.—Rouseville & Doty of Spiritwood are building a 30,000-bu. elvtr. at this point which is 2 miles north of the Nor. Pac. main line.

Foxholm, N. D.—T. L. Simmons will rebuild his elvtr. burned June 17 at once. The Occident Elvtr. Co., whose elvtr. also burned, has already let contract for a new house and it is thot that the Farmers Elvtr. Co. which lost its elvtr. will rebuild soon.

Blabon, N. D.—We are installing a 1,750-bu. automatic scale and are putting in a new driveway. Other repairs will be made.—J. C. Walters, mgr. Farmers Elvtr. Co.

McCanna, N. D.—The Niagara Elvtr. Co., Niagara, has let contract for a 35,000-bu. elvtr. to be built on the site of the elvtr. of H. H. Walland, which burned May 13.

Fortuna, N. D.—A. N. Sorbo, formerly mgr. for the Farmers Elvtr. Co., has bot the elvtr. of the Winter-Truesell-Ames Co. at Crosby and will move to that point.

Golden Valley, N. D.—B. H. Kuesse has succeeded me as mgr. for the Occident Elvtr. Co. and I have been transferred to the company's elvtr. at Sykeston.—Chas. E. Mutschler.

Petrel, N. D.—The Farmers Equity Union has opened negotiations for the purchase of the elvtr. at this station of the F. A. Finch, of Lemmon. The elvtr. is known as the Farmers Elvtr.

Watford (Schafer p. o.), N. D.—The Farmers Elvtr. Co. has let contract for a 30,000-bu. elvtr. to be in condition to receive grain Sept. 1 and to be completely finished Sept. 15.

Gwinner, N. D.—Theo. Odegard, agt. for the Andrews Grain Co., has succeeded Geo. Sandbeck, mgr. of the Farmers Mill & Grain Co. for the last 7 years.—E. J. Hoel, mgr. Farmers Elvtr. Co.

Colgate, N. D.—E. P. Curtis has succeeded me as agt. for the St. Anthony & Dakota Elvtr. Co. I will be in the grain business again at Chaseley for a short time this fall.—F. M. Cook.

Kramer, N. D.—F. S. Luecks of Russell has succeeded N. Henner as mgr. for the Farmers Equity Elvtr. Co., Mr. Henner having resigned to become mgr. of the Farmers Elvtr. Co. at Minto.

Thompson, N. D.—The Northwestern Elvtr. Co. has repaired its elvtr. We will also make repairs and will have both our elvtrs. in good shape for the crops.—M. C. Gaulke, mgh. Farmers Elvtr. Co.

Edmore, N. D.—The recently incorporated Farmers Shipping & Supply Co. has bot the elvtr. of the St. Anthony & Dakota Elvtr. Co. and I am mgr.—J. H. Widness, formerly agt. for the St. A. & D. Co.

Buford, N. D.—W. A. Haas of Waterville, Minn., will succeed me as agt. for the Victoria Elvtr. Co. at this station, when I am transferred to the new elvtr. we are building at Charbonneau.—C. F. Schoen.

Charbonneau, N. D.—We will build a 30,000-bu. elvtr. at this station and as soon as it is completed I will take charge as mgr. Work will be started at once.—C. F. Schoen, agt. Victoria Elvtr. Co., Buford.

Regan, N. D.—The Farmers Union Elvtr. & Merc. Co. has let contract to D. F. Hoag for a 35,000-bu. elvtr. to be completed Sept. 15. Equipment will include 15-h.p. engine, 6-ton dump scale and Monitor Cleaner.

Minot, N. D.—The elvtr. of the Acme Grain Co. has been sold to the A. A. Robinson Elvtr. Co. The new owners have been operating the house under lease and will now repair and remodel it.—L. Enger.

Manitou, N. D.—The Farmers Elvtr. Co. has been incorporated at this point with a capital stock of \$15,000. A new elvtr. will be built at once. Manitou is a station 3 miles west of Ross. Geo. H. Melby is interested.

Reeder, N. D.—The Reeder Farmers Elvtr. Co. has been incorporated and has taken over the former Farmers Co-operative Grain & Supply Co.'s business and within the next 30 days the old company will liquidate.

New Rockford, N. D.—The following officers were elected at the recent annual meeting of the Equity Elvtr. Co.: H. M. Clark, pres.; P. M. Mattson, vice-pres.; E. R. Davidson, sec'y-treas. C. J. Hartson was re-elected mgr.

Laramore, N. D.—J. M. Freeman, formerly local agt. for us, has resigned and we have engaged J. A. Byington as mgr. for the coming season. Mr. Byington has had 15 years experience and comes highly recommended.—Imperial Elvtr. Co.

Gardner, N. D.—The elvtr. of the Interstate Grain Co. is the house being wrecked and the National Elvtr. Co. is the company building a new elvtr., using the available lumber from the Buxton house. No annex was built. The Interstate company is no more.—Andrew Bradstein, agt. National Elvtr. Co.

Gwinner, N. D.—The report that the Farmers Elvtr. Co. had completed a new elvtr. is erroneous. We have bot the elvtr. of the Andrews Grain Co. and are installing a 15-h.p. engine, Owens Cleaner, Richardson Automatic Scale and a manlift. We are also enlarging the engine room and building a 12x12 ft. addition for an office. I am mgr. but was formerly mgr. for the Thorpe Elvtr. Co. for 10 years.—E. J. Hoel.

Reeder, N. D.—The Reeder Co-operative Equity Exchange has bot the elvtr. of the Farmers Grain & Supply Co. The exchange has been incorporated for \$7,000 and will start operations as soon as new grain begins to move. Our officers are: H. O. Bratsberg, pres., C. O. Hagen, vice-pres., B. P. Bushnell, mgr., and myself, sec'y-treas. The elvtr. was struck by lightning July 29. The blaze was quickly extinguished, the loss amounting to only \$100.—Ole Anderson.

Merricourt, N. D.—The elvtrs. of the Dakota Grain Co. and the Caldwell Elvtr. Co. burned July 27. The fire started in the Dakota Elvtr. and is tho't to have been due to a spark from a passing engine. A freight train on the tracks blocked the firemen and both elvtrs. were totally destroyed. The blaze spread to a coal warehouse and a home nearby, the total loss amounting to \$40,000, which is practically covered by insurance. Both companies will rebuild.

Fargo, N. D.—The Equity Co-operative Exchange of Minneapolis, Minn., is defendant in a suit brot in the district court here by J. E. Greenfield, Samuel Crumpton and Fred Schmidt of Superior, Wis., each holding one share of stock, petitioning the court to compel the Equity Exchange to produce its books and accounts for examination. Plaintiffs have a claim against defendant for \$1,870, of which defendant admits \$812 to be due. A second suit was filed simultaneously at Minneapolis for \$21,166 damages.

OHIO

Toledo, O.—H. D. Raddatz & Co. have suspended business.

Lucas, O.—Reports have been received at neighboring towns, stating that the large elvtr. at this point burned July 27.

Lewistown, O.—Having sold my elvtr. at Forest, I have now leased the elvtr. of Johnston & Black at this station.—C. E. Emery.

Waverly, O.—The west wing of the plant of the Pee Pee Mfg. Co. burned to the ground July 25; loss \$6,000. It is tho't that the fire was due to lightning.

Delphos, O.—Isadore C. and J. H. Nolte have bot the elvtr. of L. C. Allinger. The house was formerly owned by Burkholder & Judkins. It will be operated as the Nolte Elvtr.

Magnetic Springs, O.—The safe in the office of the Wm. Perry Elvtr. Co. was recently blown open by burglars and \$50 taken. One of the robbers was injured by the explosion.

Youngstown, O.—Homer Baldwin, probably the oldest active miller in the United States, died Aug. 3, at the age of 89. He had been engaged in the milling trade for over 65 years.

Toledo, O.—H. G. Wilson, for 7 years traffic mgr. of the Kansas City (Mo.) Commercial Club, has been appointed traffic com'sner of the city's traffic buro and will assume office Sept. 1.

Ottawa, O.—Douglas Bros. have suspended business on account of a debt of \$600 which they owed to a bank that has been closed by the state bank examiner. It is expected they will resume business.

Cleveland, O.—Abel Bros. expect to build a large warehouse which will give them additional storage capacity for 75 cars of hay.

Hicksville, O.—Our company is composed of about 200 farmers and we will operate as the Hicksville Mutual Grain Co. I am temporary mgr. I was formerly one of the props. of the Maumee Valley Grain Co. of Sherwood.—J. J. Thieroff.

Landeck (Delphos p. o.), O.—We have increased our storage capacity by a large bin addition and will add 2 more bins as soon as the "rush" is over. We will also install another stand of elvtrs. and a larger engine.—The Garman Grain Co., Delphos.

Rosewood, O.—Peter Weimer, the veteran grain dealer, is seriously ill with little chance for recovery.—E. T. Custenborder, Sidney. Mr. Weimer is 76 years old and has been in the grain business for 25 years. He is suffering from a blood clot on the brain.

Frankfort, O.—The elvtr. of Elias Hutton, containing 3,600 bus. of new wheat, was struck by lightning at 3:15 p. m., July 26, and burned to the ground; loss \$12,000; covered by insurance. The bolt struck at the top of the elvtr. and the entire building was a mass of flames in a few moments.

New Winchester (Bucyrus p. o.), O.—John D. Winters, prop. of the New Winchester Elvtr., recently caught his hand in the machinery when he tried to remove some clogged grain without throwing off the power. His 3d finger was badly torn, but Mr. Winters is thankful that he was able to free himself.

Maplewood, O.—E. T. Custenborder of Sidney has bot the interest of J. C. Wones in the Maplewood Elvtr. Co., Mr. Wones retiring from the grain business on account of failing health. He is one of the oldest and most respected dealers in this vicinity. Mr. Custenborder was already a stockholder in the company.

Green Spring, O.—Harry W. Robinson, an ex-pres. of the Ohio Grain Dealers Ass'n and one of the best known men in the grain trade, was married July 29 to Miss Etta M. Lepley, Lakewood. Mr. Robinson and his bride will live in Cleveland after Oct. 1. His host of friends showered him with congratulations.

Edgerton, O.—W. C. Lewis, prop. of the W. C. Lewis Elvtr., died in Minneapolis July 23, of heart failure. Mr. Lewis had been in poor health for years and was apparently improving at the time of his death. He was under treatment at the Eitel Hospital. Chas. E. Lewis, well known in Minneapolis grain circles, is his brother. My daughter, Helen Marie, has been her father's sec'y and bookkeeper for 6 years and I am well acquainted with the business myself. With the aid of Chas. E. Lewis we will continue the business as before, but will operate as "The W. C. Lewis Co."—Mrs. W. C. Lewis.

CINCINNATI LETTER.

C. E. Nippert is now cash grain salesman for the Early & Daniel Co.

Cincinnati, O.—Bernard M. Thomas and Jas. E. Groff have applied for membership in the Chamber of Commerce. A. J. Knapp has been admitted to membership.

The directors of the Chamber of Commerce have amended the rules governing the grading of hay to conform with the rules adopted at the 21 convention of the National Hay Ass'n.—Wm. Culkins, supt.

Cincinnati, O.—The Union Grain & Hay Co. has finished its 15,000-bu. elvtr. which is to be used for sacking grain. The equipment includes a Richardson Automatic Sacking Scale. A portable elvtr. for piling hay has also been added.

OKLAHOMA.

Lucien, Okla.—I have sold my elvtr. to Donohey & Plumer.—Lester Stone, now at Clovis, N. M.

Okeene, Okla.—Grain men of this vicinity are endorsing Judge Sam'l W. Hayes for U. S. senator.

Kaw City, Okla.—I am in charge of the elvtr. of the Ponca City Mfg. Co. here.—J. H. Woodward.

Bennington, Okla.—M. A. Rogers & Sons are reported to have entered the grain trade at this point.

Banner, Okla.—The Canadian Mill & Elvtr. Co. is operating a 10,000-bu. elvtr. here. C. Oelke is mgr.—C. C. Coyle, mgr. Yukon Mill & Grain Co.

Beaver, Okla.—An elvtr. will be built at this station if the proposed railroad goes thru the town.—F. H. Schlicht, mgr. Alva Mill & Elvtr. Co., Forgan.

La Verne, Okla.—The elvtr. of the Farmers Elvtr. Co., containing 7,700 bus. of grain, burned July 11.—F. H. Schlicht, mgr. Alva Mill & Elvtr. Co., Forgan.

Okmulgee, Okla.—The Creek Grain Co. has built an addition to the elvtr. it recently bot of the Farmers Elvtr. Co. A meal mill has also been installed.

Vinita, Okla.—We own and operate the elvtr. formerly owned by the Cherokee Grain Co., but we are not successors to them.—Claude Freeman, mgr. Vinita Elvtr. Co.

Cleveland, Okla.—Fred Gribley has bot the old mill property of Jamison & Byers and is rebuilding the elvtr. which burned some time ago. The new house will be covered with galvanized iron.

Bixby, Okla.—The grain dealers operating elvtrs. at this station are Sam'l Plummer, Midland Elvtr. Co., operating the elvtr. of Maney Bros., and the R. H. Drennan Grain Co., for which O. B. Linkhart is agt.—S. T. A.

Weatherford, Okla.—The White-Lockstone Grain Co., incorporated; capital stock of \$10,000; officers and directors, Harvey White, pres.; Ralph Lockstone, vice-pres. and mgr., and J. P. White, treas. The new company is building an elvtr. to be operated by electricity and will have it ready for fall grain.

La Verne, Okla.—The elvtr. of the Gage Roller Mills Co., containing 1,400 bus. of wheat, burned at 7:30 a. m., July 18. The fire was caused by an explosion in the engine room. The engineer had just started to spark the engine when the explosion occurred and he was burned about the hands and face. The loss is covered by insurance.

Kingfisher, Okla.—Wm. Randels of Randels-Grubb Grain Co., Chas. Goltry of the Goltry Grain Co., Sam Marquis of the Marquis Grain Co. and J. H. Shaw, were recently summoned before the grand jury in session in this city. Judge Steen has ordered an investigation into the wheat buying situation in this vicinity and this is the first step.

PENNSYLVANIA.

Pittsburgh, Pa.—The Newsome Feed & Grain Co., incorporated; John R. Johnston, L. C. Newsome and E. J. Hart, incorporators.

Harrisburg, Pa.—The new rules of the State Buro of Weights and Measures, provides for the exact weight of all commodities sold by bus. or in packages. The following weights are required for grain: A bu. of wheat must weigh 60 lbs.; oats, 32 lbs.; shelled corn, 56 lbs.; ear corn, 70 lbs.; buckwheat, 46 lbs.; bran, 20 lbs., and rye, 56 lbs. Any infraction of this law on the part of millers or grain dealers will result in prosecution. It is not legal to sell grain in sacks and have the sacks weighed in with the grain. The weight must be net.

PHILADELPHIA LETTER.

E. F. Schwartz has been admitted to membership in the Commercial Exchange.

Thos. M. Woodward, son of Winfield S. Woodward, pres. of W. S. Woodward & Co. and a director of the Commercial Exchange, has been appointed junior examiner for the Interstate Commerce Commission. Father Woodward is wearing a broad smile and is being heartily congratulated.

The recommendations of the grain com'ite of the Commercial Exchange in reference to an amendment of the by-laws governing Bs/L on grain, were approved by the members of the grain trade at this market, July 18. In the future steamship lines may change Bs/L on grain provided a 30-day notice is given the shipper.

SOUTH DAKOTA.

Colman, S. D.—E. A. McGovern is now mgr. for the Farmers Elvtr. Co.

Platte, S. D.—Ray McFarland is now mgr. for M. King at this station.

Frankfort, S. D.—Art. Bunnell is now mgr. for G. W. Van Dusen & Co.

Elk Point, S. D.—L. M. Lewison has resigned as mgr. of the Farmers Elvtr. Co.

Garden City, S. D.—The Farmers Merc. & Elvtr. Co. has bot two Hall Distributors.

Wentworth, S. D.—Our elvtr. is the only one open at this station as yet.—Farmers Elvtr. Co.

Bryant, S. D.—E. E. Van Schoiack has bot the elvtr. of the Ostroot Elvtr. Co. at this point.

Ferney, S. D.—The Farmers Elvtr. Co. has completed the installation of an automatic scale.

Florence, S. D.—Wm. G. McPhee has succeeded Herbert Krier as mgr. for the Farmers Elvtr. Co.

Leola, S. D.—The new elvtr. is being rushed to completion and will be put into operation as soon as possible.

Rosholt, S. D.—The recently incorporated Farmers Elvtr. Co. has bot the elvtr. of D. L. Quinlan and O. I. Sethre.

Cuthbert, S. D.—The South Dakota Grain Co. is rebuilding its elvtr. at this point, having moved it from another station.

Elkton, S. D.—J. A. Hammee was elected sec'y and A. Collitou, pres. of the Farmers Elvtr. Co., at the recent annual meeting.

Sioux Falls, S. D.—The grain elvtr. and malting plant of the Sioux Falls Brewing & Malting Co. burned July 25; loss \$200,000.

Chester, S. D.—We have just bot the elvtr. of the Reliance Elvtr. Co. at this station.—E. M. Kellogg, W. H. Kellogg & Son.

Bradley, S. D.—E. W. Evans, former mgr. for the Farmers Elvtr. Co., Morgan, Minn., is now mgr. for the Farmers Elvtr. Co. here.

Lemmon, S. D.—Lemmon Equity Exchange incorporated; capital stock \$4,000; L. A. Potter and Carl Schneeberger incorporators.

Bryant, S. D.—E. H. Sander, formerly agt. for the St. John Grain Co. at Elmore, Minn., is now mgr. of the Farmers Elvtr. Co. here.

Hecla, S. D.—C. E. Griffiths, former mgr. of the Farmers Elvtr. Co. at Houghton, will be mgr. for J. E. Scott & Co. at this station.

Valley Springs, S. D.—I am now mgr. for the Farmers Elvtr. Co.—G. Goedhart, formerly mgr. Northwestern Elvtr. Co., Jasper, Minn.

Kimball, S. D.—W. F. Conway, formerly mgr. for the Farmers Elvtr. Co. at Plankinton, is now mgr. for the Farmers Elvtr. Co. at this station.

Frankfort, S. D.—Frankfort Elvtr. Co. incorporated; capital stock \$10,000; incorporators W. J. Jones, H. H. Motley, J. T. Luxton and others.

Foley (Watertown p. o.), S. D.—The Farmers Elvtr. Co. is repairing its elvtr. H. Dahl is pres.—Wm. Seipp, sec'y Farmers Elvtr. Co. Grover.

Clear Lake, S. D.—The new addition to the elvtr. of O. C. Carlson is nearing completion and when finished will double the capacity of the old house.

Plana, S. D.—E. Griffith and E. Burnette, who recently bot the elvtr. of the Cargill Elvtr. Co. at this point, are repairing the house and will have it ready for the fall crops.

Marion, S. D.—The Farmers Elvtr. Co. has let the contract for its new elvtr. to the Younglove Constr. Co.

Langford, S. D.—Jacob Palmquist, formerly mgr. for the Brown County Farmers Elvtr. Co., has bot a half interest in the elvtr. of Wm. Roberts.

Letcher, S. D.—The Farmers Elvtr. Co. has bot the elvtrs. of the Crawford Grain Co. here and at Cuthbert which it has been operating under lease.

Wentworth, S. D.—Geo. Zinn recently fell a distance of 80 ft. from the top of the elvtr. of the Farmers Elvtr. Co. to the bottom of a bin but was not seriously injured.

Plankinton, S. D.—The Reliance Elvtr. owned by J. A. Johnson has been closed for two years.—C. A. Earl is agt. for Carl Furchner.—G. H. Barber, mgr. Farmers Elvtr. Co.

Henry, S. D.—The Farmers Elvtr. Co. is building at 25,000-bu. addition to its elvtr. C. Haywood is sec'y of the company.—Wm. Seipp, sec'y Farmers Elvtr. Co., Grover.

Parkston, S. D.—Zehnpfennig & Doering is a new grain firm here, both of the props. being old and well known grain men. Mr. Doering was a member of the former Doering-Kayser Co.

Webster, S. D.—The elvtrs. of the Farmers Union Elvtr. Co. and the Herman Olson Grain Co., which were partially wrecked by a tornado June 24, are being repaired and straightened.

De Smet, S. D.—Peter Jorgenson has succeeded his brother R. H. Jorgenson as buyer for the Farmers Co-operative Co.—F. W. Wright, mgr.—Mr. Jorgenson has gone to Lake Benton, Minn.

Beardsley (Parkston p. o.), S. D.—The elvtr. formerly owned by Doering, Kayser & Co. and located at Parkston, has been moved to this station and is now operated as Gottleib, Winter & Co.—John Doering.

Grover, S. D.—We have recently completed the 25,000-bu. addition to our elvtr. It is equipped with a Richardson Automatic Scale and cleaner. Paul Tilly is pres. of our company.—Wm. Seipp, sec'y Farmers Elvtr. Co.

Garretson, S. D.—The loss on the elvtr. of Wm. Callahan, burned July 13, amounts to \$1,500 and is covered by insurance. There was no grain in the elvtr. at the time and the cause of the fire is a mystery.—Agt. Northwestern Elvtr. Co.

Hazel, S. D.—The fire that destroyed the elvtrs. of the Ostroot Elvtr. Co. and the Anchor Grain Co. at this station, July 18, started in the driveway of the Anchor Elvtr. from an unknown cause.—Wm. Seipp, sec'y Grover Farmers Elvtr. Co., Grover.

Harrisburg, S. D.—The Hunting Elvtr. Co. is building a 20,000-bu. cribbed elvtr. 24x29x35 ft.—W. Thorpe has succeeded Henry Ellens as mgr. of the Farmers Elvtr. & Supply Co., Mr. Ellens having resigned.—Con. M. Mahon, with the farmers company.

Parkston, S. D.—Doering, Kayser & Co. have dissolved partnership and moved out of this city altogether. The elvtr. was moved to Beardsley (Parkston p. o.), and I have sold nearly all my interest in it. It is operated under the name of Gottleib, Winter & Co.—John Doering.

Watertown, S. D.—We are overhauling the elvtr. recently bot of G. W. Van Dusen & Co. and will install a motor doing away with the gasoline power. I have sold my interest in the McBath & Selmser Co. withdrawing my name from the firm and I think Mr. McBath will operate as Thos. McBath. He has four stations.—J. H. Selmser, sec'y-mgr., Selmser Fuel & Grain Co.

Sisseton, S. D.—Martin Johnson and B. A. Sonstegard have bot the elvtr. of the Turner Elvtr. Co. Both men are well known in the trade having bot grain here for the last 10 years. Mr. Martin was at one time mgr. for Elvtr. No. 6 of the Farmers Co-operative Elvtr. Co.

Grover, S. D.—I have been transferred to the company's elvtr. at Ihlen, Minn.—Ben L. Foster, formerly agt. for the Northwestern Elvtr. Co. at this station.

Toronto, S. D.—We have installed a Marquis Cleaner and overhauled our elvtr.—C. A. Chester, agt. for E. A. Brown, is now agt. for the Heising Grain Co. at Doyon, N. D.—The Davenport Elvtr. Co. has completed its 20,000-bu. cribbed elvtr.—I. A. Lovre, mgr. Farmers Elvtr. Co.

Wessington Springs, S. D.—W. A. Hyde will operate the elvtr. recently sold by the Faust Elvtr. Co., for this season. He is installing a Richardson Automatic Scale. The Will-Olson Co. is also installing an automatic scale and a manlift.—J. H. Creighton, mgr. Farmers Elvtr. Co.

SOUTHEAST

Birmingham, Ala.—The office of the Birmingham Grain Co. was recently entered by burglars and the safe blown open. About \$135 in cash and many checks were taken.

Savannah, Ga.—I am not contemplating the construction of an elvtr. at this point and do not know where the information emanated, but it is entirely incorrect.—C. B. Fox, New Orleans, La.

Boyles, Ala.—We lost our corn meal mill alfalfa mixed feed plant and chicken feed plant by fire at 4 p. m., July 18. The blaze was caused by spontaneous combustion; loss about \$30,000 with \$16,000 insurance. We will rebuild later.—Smith Bros. & Co.

Clarksburg, W. Va.—The S. C. Watkins Co. has put in two 50 h. p. Fairbanks Gas Engines and also Fairbanks A. C. Generators and Motors. The company is rebuilding its mill and the Sprout-Waldron Co. is furnishing the balance of the equipment.

Columbus, Ga.—The mill and warehouse of the Empire Mills Co. burned July 21 with a loss of \$80,000, the insurance amounting to \$55,000. The concrete elvtr. of the company containing 35,000 bus. of grain, which adjoined the mill, escaped the flames. The plant will be rebuilt at once.

TENNESSEE

Morristown, Tenn.—Fain Witt, J. O. Witt, J. B. Franklin of Talbot and others have formed a company and have taken over the mill and grain business of J. S. Reed.

Nashville, Tenn.—J. Harvey Neill, senior member and mgr. of J. H. Neil & Co., died July 20, of acute indigestion. He was 71 years old and had been in the grain business for many years.

Nashville, Tenn.—Chas. L. Cornelius, son of Sec'y W. R. Cornelius, Jr., of the Grain Exchange, has been appointed to succeed Lee Douglas as counsel for the exchange. Mr. Douglas was recently appointed U. S. District Attorney and has resigned on account of his conflicting duties. The government which Mr. Douglas now represents is party defendant in the Nashville Grain Exchange reshipping case and should the ruling in this case be reversed it would come up in Mr. Douglas' dept. The exchange adopted resolution of appreciation and thanks to Mr. Douglas for his work in its behalf. Mr. Cornelius is only 26 years old but is well known in his profession.

MEMPHIS LETTER.

Memphis, Tenn.—I will receive grain and hay on consignment or sell on brokerage.—A. V. Neilson, member of Merchants Exchange.

Memphis, Tenn.—E. R. Gardner, chief inspector of the Merchants Exchange, has announced that after Aug. 15 no grain will be inspected in the railroad yards. Samples of all carloads of grain received and all outward bound shipments must be sent to the offices of the inspector for inspection after that date. All necessary equipment will be installed in the inspector's office including a number of moisture testers.

Memphis, Tenn.—Ben Sessums has taken entire charge of the Sessums Coal & Grain Co.

The grain and hay warehouse of W. P. Brown & Co., filled to capacity with hay and grain, suddenly burst into flames at 6 p. m., July 30, and before anything could be done, the building was a mass of smoldering ruins, the walls falling 10 min. after the explosion. The building was 300x70 ft. and one story high and was covered with sheet iron. The cause of the fire is a mystery as the plant was closed at 5:40 after being inspected for the night. Five cars of hay and several empty cars burned. The loss on the building and contents is \$40,000 and is partially covered by insurance. The plant will be rebuilt at once.

TEXAS

Sherman, Tex.—The Pittman & Harrison Co. has increased its capital stock from \$40,000 to \$125,000.

Dallas, Tex.—We have completed our 70,000-bu. elvtr. and mixed feed plant, and are ready for business.—Knight Bros. Grain Co.

Jacksonville, Tex.—The only building burned in our recent fire was a hay barn, the loss amounting to \$2,500 on the building and from \$100 to \$200 on contents which were fully insured. The insurance on the building was \$1,000. We are building a new mill and elvtr. and will have a storage capacity of about 40,000 bus. and a mill capacity of 10 cars a day.—Jacksonville Grain & Com's'n Co.

Galveston, Tex.—On Aug. 1 public weighers were installed on the wharfs by the Cotton Exchange and Board of Trade which has adopted a system of weighing all grain, both import and export, that moves thru this market. A man is in charge at each elvtr. Ships are also inspected as to their cleanliness and dryness. A certificate is issued which must be had before vessels are loaded.—H.

Sherman, Tex.—We have moved our largest plant (we have 2 here) to a new location. Our floor space is nearly doubled, being about 40,000 sq. ft., and our track room has been quadrupled. We have installed a 42 ft. concrete walled, sewer drained track scale, 100 h. p. motors and some especially effective cleaning machinery. Our office space has also been doubled and we have, in general, cleared the decks for better service, and for more aggressive and more effective business getting efforts.—Dick O'Bannon, pres. Pittman & Harrison Co.

Austin, Tex.—The following amendment to the commodity tariff to apply on grain and grain products, was announced Aug. 2, by the State Railroad Com's'n: Amend S. I. T. rule No. 15 and M. I. T. rule No. 10, section 6 of tariff, by cancelling the "Ruling" established by circular No. 4415, issued Oct. 7, 1913, and substituting therefor the following: "Ruling: Mixed cars out of transit point, containing grain that has been accorded stopping privilege and grain products that have been accorded milling privilege (the 'transit point' being both the stopping and milling point), may be handled under transit rules, applying to the proportion of each the rules applicable thereto. Effective Aug. 10."

WASHINGTON.

Ruff, Wash.—The elvtr. of the Griffith Union Grain & Trading Co. has been completed.

Winona, Wash.—The Pacific Coast Elvtr. Co. which recently lost its buildings by fire, is rebuilding, putting up a larger and more up-to-date house.

Tacoma, Wash.—S. C. Armstrong, formerly mgr. for the Globe Grain & Mfg. Co. at Spokane, was elected pres. of the Leitch Grain & Warehouse Co., July 1.

Moody sta. (Ruff p. o.), Wash.—The Moody Farmers Co. has been organized to buy grain here. Fred Kissler is pres. and Conrad Lenhart, of Odessa, is mgr.

Spangle, Wash.—John Reilly has bot the grain warehouse of the Farmers Union Warehouse Co. The house was sold at public auction July 24 and brot \$4,000.

Creston, Wash.—The White-Dulaney Co. has overhauled its elvtr., building a new driveway and installing a new dump scale. I am agt. for the Seattle Grain Co.—E. D. Calvert.

Chehalis, Wash.—The Chehalis Grain Co., A. E. Poliom and A. A. Broderick, props., has bot the Chehalis Produce Co. and will merge the business of the two concerns.

Palouse, Wash.—C. W. McFarland is mgr. for the Chehalis Produce Co. of Chehalis, at this station. The company has recently bot the warehouse of J. K. Smith and will overhaul it, installing feed mill and cleaning machinery.

Waterville, Wash.—The following officers were elected at the recent annual meeting of the Waterville Union Grain Co.: J. M. Minnick, Watertown, pres.; T. S. Hedges, Alstown, vice-pres.; and J. M. Friel, sec'y-treas. and mgr.

Spokane, Wash.—J. W. Raymond, well known to the coast grain trade, has succeeded S. C. Armstrong as mgr. of the offices of the Globe Grain & Mfg. Co. in this city. Mr. Armstrong became pres. of the Leitch Grain & Warehouse Co. of Tacoma July 1.

Oakesdale, Wash.—T. W. Busby, formerly with the Kerr-Gifford Co., has engaged in the grain business on his own account, operating as T. W. Busby Grain Co. He has leased the warehouses of the Kerr-Gifford Co. at this station, Warner, Seltice and Framington, the house of Hayfield Bros. at Hayfield Siding and the Pacific Coast Elvtr. Co's house at this point, making 6 houses in all.

Tacoma, Wash.—Capt. Robt. M. Mountfort, for many years ship surveyor for the Kerr-Gifford Co., the Tacoma Grain Co., Puget Sound Flour Mills Co. and many other grain and milling firms of the coast, died July 1, at the age of 76. Prior to 1881, when he came to this city to live, he made 2 voyages to San Francisco and one to Portland in command of ships that loaded grain cargoes for Gt. Britain. He was also harbormaster and port warden here for 19 years.

Olympia, Wash.—Chief State Grain Inspector R. D. Jarboe will have 75 ass't inspectors stationed at Spokane, Seattle, Tacoma, Everett and Bellingham. Inspector Jarboe recently recommended several changes in the state grading rules which are now being considered by the Public Service Com's'n. The exclusion of the "yellow berry" from No. 1 turkey red wheat, where the kernels are plump and test high but are off color for milling purposes, is one change strongly advocated. The yellow wheat has been permitted heretofore, but millers have refused to follow this grade in buying.

WISCONSIN

De Soto, Wis.—The elvtr. of Eckhart & Collins has been moved to a better location.

Marathon, Wis.—I am out of the grain business. Wm. Loy has succeeded me as agt. for the Farmers Produce Co.—Henry Stanke.

Waukesha, Wis.—Fred Ward, formerly one of the props. of the Ward-Knowlton Grain Co., is now with the Waukesha Grain & Produce Co.

Waupun, Wis.—Chas. Nummerdor will succeed F. S. Jacobs, who has been mgr. for the Farmers Elvtr. Co. for the last 8 years, Aug. 16.

Green Bay, Wis.—The Cargill Grain Co., which recently moved its Wisconsin headquarters from this city to Milwaukee, has sold its office building here to A. Detry.

Clear Lake, Wis.—The new feed mill, elvtr. and potato warehouse of E. J. Schneider will be completed as rapidly as possible. The elvtr. will have a capacity of 10,000 bus.

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Kewaskum, Wis.—The L. Rosenheimer Malt & Grain Co. has closed its elvtr. for repairs.

Barton, Wis.—The machinery is being installed in the new plant built to replace the house of the Barton Roller Mills, burned May 10. The plant will be put into operation Sept. 1.

Superior, Wis.—The new elvtr. of the Cargill Elvtr. Co., replacing the Belt Line Elvtr. recently burned, will be completed by the end of September. The house will be used for barley only and will have a capacity of 2,500,000 bus.

Waterloo, Wis.—The Badger State Malt Co. is rebuilding its plant which was partially burned in March. The new buildings are modern in every way, being of steel and concrete and fireproof. The most up-to-date machinery will be installed.

Cleveland, Wis.—Peter Hoffman, Sr., owner and operator of the Hoffman Elvtr., died at his home in Mt. Wendel, July 27, at the age of 72. He has been in the grain business here for nearly 40 years and up to three weeks ago when he suffered a stroke of paralysis was active in the business.

Superior, Wis.—Ten box cars filled with grain, standing in the yards of the Gt. Nor. Elvtr. Co., caught fire July 31, and were pulled a mile before the fire was extinguished. The loss will be \$5,000. The blaze threatened the elvtr. for a time. It is believed that tramps started the fire.

Shawano, Wis.—We are contemplating the changing of the location of our grain and potato warehouse and if we decide on a new site will wreck the old house and build a 30x75 ft. elvtr. with a driveway along one side for unloading and a railroad track for loading on the other.—R. A. Upham, pres. Upham & Russell Co.

Sparta, Wis.—The State Supreme Court has decided that a weighing ordinance passed by this city some time ago, is valid and henceforth all coal sold here must be weighed over the city public scale and a fee of 10c per load, paid. Sec. 1 of the ordinance is as follows: All coal offered for sale and delivered within the limits of the City of Sparta, except in carload lots, shall first be weighed at the public city scales of the City of Sparta by the weighmaster, and such weighmaster shall give to the owner thereof a written ticket with his signature attached thereto, of the quantity of coal contained in such load upon the return of such wagon unloaded and weighed. It shall be the duty of the weighmaster to demand and collect the sum of ten cents for each load of coal weighed by him, to be paid by the person to whom the ticket or certificate shall be given, the same to be for the use of the said City of Sparta, and to be accounted for and paid over at the same time and in the same manner as other fees received from the city scales. Suitable fines are provided for violation of the ordinance. An injunction restraining the enforcement of the ordinance was sought by a local company, and when defeated in the lower courts was appealed to the state supreme court where the decision of the lower courts was sustained.

MILWAUKEE LETTER.

Thos. Sampson, formerly with the Morris-Perry Grain Co., is now with M. G. Rankin & Co.

The Finance Com'ite of the Chamber of Commerce has placed the rate of interest for August at 6%.

Leonard J. Keefe, who has been traveling representative for W. M. Bell & Co., is now floor sales mgr. for the company.

Harry Berger, who recently joined the forces of the Donahue-Stratton Co., is now mgr. of the company's wheat business.

The L. Bartlett & Son Co. has just sent Representative Ray Fleming on his way in a bran new automobile. He travels Iowa, southern Minnesota and South Dakota.

The main topic of discussion at the quarterly meeting of the Wisconsin State Millers Ass'n, held in this city, July 24, was the new weights and measures law of this state. The delegates were all anxious to know how they could conform to it.

The tariffs published by the eastern railroads in furtherance of their design to cancel on Aug. 1 the reshipping or proportional rate basis on grain and grain products from Milwaukee via Chicago to Central Freight Ass'n and Eastern Trunk Line Territory, have been suspended by the Interstate Commerce Commission until November 29th, 1914.—H. A. Plumb, sec'y Chamber of Commerce.

Edward J. Grimes, Austen S. Cargill, Andrew L. Jacobs, and H. Clay Shaw have been admitted to membership in the Chamber of Commerce and the memberships of Benjamin S. Wilson, R. W. McKinnon, and Estate of Wm. P. Jochem have been transferred. Five deaths occurred in the membership during July: Herman Fuldner, S. W. Tallmadge, A. Salisbury, Owen W. Williams, and Joseph Wilde.—H. A. Plumb, sec'y.

Protest has been filed by the Chamber of Commerce freight buro with the Railroad Com's'n of Wisconsin against the action of the carriers at Milwaukee in attempting to adopt a new form of switching receipt bearing the following clause: 'This company will not assume any duty as common carrier to safely deliver such car at the stated destination, nor assume any responsibility for count, condition or weight of freight in said car.'

WYOMING

Basin, Wyo.—The Basin Alfalfa Mfg. Co. is building an alfalfa mill at this point.

Thermopolis, Wyo.—The Thermopolis Merc. Co. is building an addition to its elvtr.

Sheridan, Wyo.—The J. W. Denio Mfg. Co. of this city is building a 100,000-bu. elvtr.—Fred Mitchell, mgr. Denio Elvtr. Co., Hardin.

Sheridan, Wyo.—J. W. Denio Mfg. Co. has increased its capital stock to \$75,000 and has re-incorporated. J. W. Denio, Longmont, Colo., Ralph Denio and E. J. Sandborgh, Sheridan, incorporators.

Pine Bluff, Wyo.—A farmers elvtr. company composed of 150 farmers, has organized at this point and bot the elvtr. of the Pine Bluff Elvtr. Co. A. B. Mitchell is pres. of the company and J. S. Moore, now mgr. for the Frontier Elvtr. & Mfg. Co., will be mgr. when the new company takes possession of the elvtr. it has purchased.

Pine Bluffs, Wyo.—We have succeeded the Pine Bluffs Farmers Ass'n. Chas. Bushaw has succeeded me with the Frontier Mfg. & Elvtr. Co. C. E. Strockey, mgr. of the old company, is now engaged in the mercantile business. Our officers are A. B. Mitchell, pres., L. P. House, vice-pres., C. M. Malm, treas., Leonard Smith, sec'y.—J. S. Moore, mgr. Pine Bluff Farmers Clearing House.

WOULD NOT BE without the Grain Dealers Journal.—Shellabarger Elvtr. Co., Decatur, Ill.

A FIGHT against the Hessian fly will soon be waged by the Agricultural Department at Washington. At present the Department is sending out circulars to farmers throughout the wheat growing sections asking them to co-operate in every case where there is any suspicion of fly. In these letters every farmer is being asked whether he thinks that the fly has bothered his crop, and, if, so, that he send samples of the straw to the department for examination. The department instructs the producers to send the lower part of the straws because in this part the insect in what is known as the "flaxseed" stage is contained. The insect will remain in this stage during the dry weather of the late summer or until rains have moistened the soil. The operation of the state agricultural experiment stations is being solicited and in many cases samples of the straw will be sent directly to these stations.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

C. & N. W. in Sup. 49 to G. F. D. 8300-A quotes rates on grain between stations in Illinois and Wisconsin, effective Aug. 24.

C. R. I. & P. quotes a rate of 17½c on corn and 20½c on wheat from Little Rock, Ark.; to Ross City, Okla., effective Aug. 24.

G. N. quotes a rate of 7c on bran, grain, screenings, shorts and middlings from Red Lake Falls, Minn.; to Grand Forks, N. D., effective Aug. 15.

Mich. Cent. in 9523A quotes rates on grain and grain products from Ft. William, Ont.; to stations in N. Y., Pa. and Mass., effective Aug. 16.

L. & N. in 4484 names rules governing reshipping of corn and oats from Henderson, Ky. and Evansville, Ind.; to Mobile, Ala., effective Aug. 24.

C. & N. W. in Sup. 18 to G. F. D. 14500-B supplements rates on class and commodity freight to eastern and seaboard points, effective Aug. 29.

Mich. Cent. quotes an export rate of 18c on grain and grain products from Port Arthur and Fort William, Ont.; to Boston, Mass., effective Aug. 16.

Mo. Pac. in 2259C quotes rates on grain, grain products and seeds from stations in Ill. and Mo. on connecting lines; to Texarkana, Ark., effective Aug. 23.

Ill. Cent. in Sup. 6 to 69D quotes rates on grain and grain products from its stations in Ill., Ind., Wis. and connecting lines; to Yazoo & M. V. stations, effective Aug. 17.

C. C. C. & St. L. in Sup. 8 to 832R quotes rates on grain, grain products and by-products from its stations and connections; to interior, eastern and Canadian points, effective Aug. 14.

C. G. W. in Sup. B to 85-B quotes distance rates between stations on the C. G. W. Ry., also gives the basis for making joint thru rates in the state of Minnesota, effective Aug. 3.

C. G. W. quotes a rate of 5.4c on corn and 5.9c on wheat and flaxseed between Minneapolis and St. Paul, Minn.; and Red Wing, Cannon Falls and Welch, Minn., effective state July 27, interstate Sept. 20.

L. S. & M. S. in Sup. 30 to A2819 quotes rates on grain and grain products from its stations and connections; to stations in Md., Tenn., Canada, eastern cities, Va. basing points and other stations, effective Aug. 13.

Wabash in Sup. 13 to C6675 quotes rates on grain and grain products and by-products from its stations on and east of Mississippi River and west of Detroit River to east seaboard and Canadian points, effective Aug. 16.

Mich. Cent. in a special supplement suspends certain increases in rates in connection with small lines by carriers in official classification territory by order of the Interstate Commerce Commission until Jan. 30, 1915.

C. R. I. & P. quotes a rate of 22c on corn and 24½c on wheat to Apache, Stecker, Huntley, Richards, Ft. Sill, Lawton, Holliday, Faxon and Chattanooga, Okla.; when imported via Texas City and Galveston, Tex., effective Aug. 26.

M. K. & G. quotes an export rate of 24½c on wheat and 21½c on corn from Cleora, Okla.; 24c on wheat and 22c on corn from Center, Okla., 23¾c on wheat and 21½c on corn from Lehigh, Ada, Booneville, Nixon, Stonewall, Truax and Frisco, Okla.; to Algiers, Gretna, New Orleans, La., Pt. Arthur, Texas City and Galveston, Tex., effective Aug. 27.

C. & A. in Sup. 8 to 1581-C quotes joint and proportional rates on grain and grain products from stations on the C. & A. and St. L. & H. Rys to Atlantic seaboard eastern and interior United States and Canadian points, effective Aug. 10.

C. & N. W. in Sup. 15 to G. F. D. 9864 supplements local and joint freight tariff applying on grain products from stations on the C. & N. W. Ry in Minnesota, North Dakota, and South Dakota to stations in Iowa, Minnesota, and Missouri, effective Sept. 1.

C. G. W. in Sup. 5 to 97-B quotes rates on grain, grain products and seed between Minneapolis, St. Paul, Minnesota Transfer, and South St. Paul, Minn., and stations on the C. G. W. Ry., effective on interstate traffic Sept. 20 and on intrastate traffic July 27.

Proposed reduced rates on grain and grain products over the K. C. S. Ry. originating in Kansas and Nebraska and transported via Kansas City to Fort Arthur, Tex., for export have been suspended until Feb. 1, 1915. The reduction is expected to result in discriminations.

Mich. Cent. in Sup. 14 to G. F. D. 9073-A quotes rates on grain and grain products from stations on the Mich. Cent. Ry. to points in Ill., Ind., Ia., Ky., Mich., Mo., N. Y., O., Ont., Pa., W. Va., and Wis., also from stations on the Mich. Cent. Ry. to Detroit, Mich., and Toledo, O., effective Sept. 15.

C. R. I. & P. in Sup. 2 to 19,690-F quotes rates on grain, grain products, seeds, broom corn, hay, straw and corn husks from stations in Colo., Ia., Kan., Mo., Neb., N. M., and Okla., to Little Rock, Ark.; Memphis, Tenn.; New Orleans, La., and stations in Ala., Ark., La., Miss., and Mo., effective Aug. 24.

Mich. Cent. in Sup. 31 to 9078 amends rates on grain and grain products from stations on the Mich. Cent., the B. C. G. & A., the C. K. & S., the D. & C., the E. J. & S., the K. L. S. & S., the M. & N-E., the Mich., and the T. T. Rys. to eastern United States and Canadian basing points, effective Sept. 1.

C. & N. W. in Sup. 19 to 12,575-C supplements local freight rates on carload freight between industries on the C. & N. W. Ry. having individual side tracks located at Chicago stations, also between industries having individual or private side tracks at Chicago stations and connecting railroads, effective Aug. 20.

Proposed increases in freight rates by the U. P. Ry. on grain and grain products from St. Paul, Minn., and points taking the same rate to points in Kansas have been suspended by order of the Interstate Commerce Commission until Feb. 22, 1915. The rates were to have been effective April 5 and were previously suspended until Aug.

C. R. I. & P. in Sup. 11 to 19, 687-F cancels supplement 9 applying on grain, grain products, seeds, hay and broom corn from stations on the C. R. I. & P. Ry. in Ia., Minn., and S. D., also Missouri River stations to Mississippi Valley points, effective on July 29, date of issue. The rates in Sup. 6 to I. C. C. 9526 will now become effective Sept. 1.

Certain proposed increases in rates as contained in Sup. 15 issued by the U. P. Ry. have been suspended until Feb. 3, 1915, by order of the Interstate Commerce Commission. The rates were to have gone into effect April 5 and were previously suspended till Aug. 3. They are applicable on grain and grain products shipped from St. Paul, Minn., and points taking the same rate to stations in Kansas.

C. R. I. & P. in freight tariff 28, 675-B quotes rates on grain, grain products, broom corn, and seeds between Chicago, Ill., Council Bluffs, Ia., Kansas City, Mo., Minneapolis, Minn., Omaha, Neb., Peoria, and Rock Island, Ill., St. Joseph and St. Louis, Mo., St. Paul, Minn., and stations taking the same rate, also stations in Colo., Ill., Ia., Kan., Mo., Neb., and Okla., and stations in Colo., Kan., Mo., Neb., N. M., and Okla., effective Sept. 1.

C. R. I. & P. Ry. in Sup. 28 to 28675-A suspends rates on grain, grain products, broom corn and seeds between Missouri common points, also St. Louis, Mo.; East St. Louis, Ill., and stations in Colo., Ill., Ia., Kan., Mo., Neb., Okla., and stations in Colo., Kan., Mo., Neb., N. M. and Okla., until Jan. 30, 1914, by order of the Interstate Commerce Commission. The rates were previously suspended till July 30.

C. & A. in Sup. 9 to 1596-B quotes joint rates on grain and grain products from stations on the C. & A., C. & I. M. and C. & N. W. Rys. to Memphis, Tenn., New Orleans, La., Mobile, Ala., Helena, Ark.; Jackson, Meridian, and Hattiesburg, Miss., and points in Ala., Ark., Fla., La., also to Key West, Fla., Mobile, Ala., New Orleans, La., Pensacola, Fla., Port Chalmette, La., and Westwego, La., (for export), effective Aug. 20.

C. R. I. & P. in Sup. 12 to 27, 537-B quotes joint and proportional rates on grain, grain products and dried beet pulp from stations on the C. R. I. & P. and R. I. S. Rys. in Illinois and Iowa to Albany, N. Y., Baltimore, Md., Boston, Mass., Montreal, New York, Philadelphia, Rochester, Syracuse, and Utica, N. Y., and other eastern points also on grain and grain products, flaxseed and hay from stations on the C. R. I. and P. Ry. in Ill., Ia., Kan., Minn., and Neb., to stations in Ill., Ind., Ky., N. Y., O., and Pa., effective Aug. 29.

Soo quotes a proportional rate of 12½c on grain and grain products from Chicago and Waukegan, Ill.; to St. Paul, Minneapolis, and Gloster, Minn.; and 10c on grain and grain products and 7½c on malt between Ashland, Wis.; and same points; 14c on wheat, corn, oats, barley, rye, grain and grain products between Homer, Sydney and Klose Spur, N. D.; and Minneapolis, Duluth, St. Paul, Minn. and Superior, Wis.; 14½c between Millerton, Edgeley, Franklin and Nortonville, N. D.; and same points; and 13c between Clementsville and Jamestown, N. D.; and same points, effective Aug. 15.

G. N. quotes a rate of 75c on wheat from Osakis and Herman, Minn.; to Los Angeles, Cal.; 75c from St. Cloud and Sauk Center, Minn.; to San Francisco and Oakland (Long Wharf), Cal.; 58c from Billings, Mont.; to Boise, Ida.; 56c to Salt Lake City and Ogden, Utah; 71c from Ada, Appleton, Argyle, Barnesville, Breckenridge, Climax, Crookston, Elizabeth, Fergus Falls, Graceville, Hallock, Moorhead, Pelican Rapids, Red Lake Falls, Stephen, Thief River Falls, Wadena, Warren, Minn., Salt Lake City, Utah, Aberdeen and Watertown, S. D.; to Ogden, Utah; 63c to San Pedro, Cal.; 65c to San Diego, San Francisco and Oakland (Long Wharf), Cal.; 75c to Los Angeles, Cal.; and Santa Barbara, Cal., effective Aug. 20.

C. & A. in Sup. D to 1653-B cancels supplement C applying on grain from stations in Illinois on the C. & A., C. & I. M. and M. C. Rys. also St. Louis, Mo., and Louisiana, Mo., to Sheldon, Ill. The rates as published in Tariff No. 1653-A will be continued in effect until October 15, 1914, only on shipments having both origin and destination in Illinois, and when moving wholly within Illinois. On shipments having origin in Illinois and shipped to a destination beyond Illinois, also shipments originating outside of Illinois having final destination within Illinois the rates as per tariff No. 1620-B, and Supplement No. 7 effective Jan. 8, 1914, will apply on and after Jan. 8, 1914. The intrastate rates thus continued in effect will not apply to traffic moving within Illinois in an interstate movement, the original points and ultimate destination of the grain to determine the state or interstate character of the traffic.

C. & A. in Sup. D to tariff 1604-B cancels supplement C by order of the State Public Utilities Commission. The tariff applies on grain and grain products between Chicago, Joliet, Peoria, Pekin, and East St. Louis, Ill., also St. Louis, Mo., and stations on the C. & A., C. & I. M. and M. C. Rys. in Illinois and St. Louis, Mo., also to Toledo, O., and Detroit, Mich. The rates as published in Tariff No. 1604-A and effective supplements will be contin-

ued in effect until Oct. 15, 1914, only on shipments having both origin and destination in Illinois, and when moving wholly within Illinois. On shipments having origin in Illinois and shipped to a destination beyond the state, also shipments originating outside of the state having final destination within Illinois, the rates as per tariff No. 1604-B, effective Jan. 8, 1914, will apply on and after Jan. 8, 1914. The intrastate rates thus continued in effect will not apply to traffic moving within Illinois in an interstate movement, the original point of origin and ultimate destination of the grain to determine the state or interstate character of the traffic.

C. & A. in Sup. D to tariff 1620-B cancels supplement C applying on grain products from Alton, Granite, East St. Louis, Lincoln, Lockport, Pekin, Peoria, Springfield, and Venice, Ill., and St. Louis, Mo., to stations of carriers in Ill., Ia., Minn., Mo., Wis., by order of the State Public Utilities Commission. The rates as published in tariff No. 1620-B, and Sup. No. 6 will be continued in effect until Oct. 15, 1914, only on shipments having both origin and destination in the state of Illinois, and when moving wholly within the state of Illinois. On shipments having origin in Illinois and shipped to a destination beyond Illinois, also shipments originating outside of Illinois having final destination within Illinois the rates as per tariff No. 1620-B, and Supplement No. 7 effective Jan. 8, 1914, will apply on and after Jan. 8, 1914. The intrastate rates thus continued in effect will not apply to traffic moving within Illinois in an interstate movement, the original points and ultimate destination of the grain to determine the state or interstate character of the traffic.

C. & A. in Sup. D to tariff 1614-A cancels supplement C applying on grain from stations in Illinois on the C. & A. and C. & I. M. Rys. to Cairo, Ill., Cincinnati, O., Evansville, Ind., Indianapolis, Ind., Jeffersonville, Ind., Lawrenceburg, Ind., Louisville, Ky., New Albany, Ind., Owensboro, Ky., Seymour, Ind. and points in Illinois on M. & O. R. R. as shown in tariff. The rates as published in tariff No. 1614-A and effective supplements will be continued in effect until October 15, 1914, only on shipments having both origin and destination in Illinois, and when moving wholly within Illinois. On shipments having origin in Illinois and shipped to a destination beyond Illinois, also shipments originating outside Illinois having final destination within Illinois the rates as per tariff No. 1614-A (and supplement No. 7 effective Jan. 8, 1914), will apply on and after Jan. 8, 1914. The intrastate rates thus continued in effect will not apply on traffic moving within Illinois in an interstate movement, the original point or origin and ultimate destination of the grain to determine the state or interstate character of the traffic.

New rates on corn and oats are quoted in G. F. D. 15,133 by the C. N. W. Ry. to become effective Sept. 10. The rates apply on shipments from points in Ia., Minn., S. D. and N. D., to Cincinnati, O., Jeffersonville and New Albany, Ind., when destined to points in the southeastern and Carolina territory. The adjustment as made in this tariff is an initial one and established to meet the rates applicable via other gateways. The thru proportional rates to the Ohio River afford varying proportions over the rates to Chicago ranging from 3.5c to 5.5c. The rates are applicable via Chicago with transit privileges in connection with the C. & O., the C. I. & L. and O. C. C. & St. L. Rys. and are not subject to rules permitting milling or malting in transit privileges. The shrinkage basis of 2c per 100 lbs. less than the local rates from Cincinnati and Louisville to points in southeastern territory on shipments from stations in Iowa is applicable via all lines except the L. & N. Ry. The original shipping point should be shown on Bs/L covering grain reshipped from Chicago. The C. M. & St. P. Ry. will soon issue a similar tariff.—J. S. Brown, mgr. Transportation Department, Chicago Board of Trade.

Supply Trade

CHICAGO CALLER: Geo. Bernert of Bernert Mfg. Co., Milwaukee, Wis.

BELoit, Wis.—John Thompson, the well known gasoline engine builder, and founder of the J. Thompson & Sons Mfg. Co., died July 24 at the age of 86.

NEW YORK.—The Western Electric Co. has just published a new brochure on "Modern Methods in Train Despatching" showing the important part the telephone plays in train despatching. The publication is handsomely illustrated throughout and is very interesting.

RATES ON DUST COLLECTING systems under the official classification ratings are not unreasonable, in a recent decision by the Interstate Commerce Commission in complaint by the Dixie Mfg. Co. against the Baltimore, Chesapeake & Atlantic Ry. The complaint was dismissed.

WAYNESBORO, PA.—Harvey J. Gehr sends in a booklet on the Dehydrator, which is a machine that conditions garlic, so that it easily may be removed from wheat. The guarantee that goes with this machine is, where it is used the miller will never have to wash his rolls.

INDIANAPOLIS, IND.—Prices in iron and steel have been very low and business has not been good. On account of the unfavorable conditions the railroads have not been buying the usual equipment. All the indications for the future, however, point to an upward turn of conditions.—Chandler & Taylor Co.

NEBRASKA CITY, NEB.—We are in receipt of the "Red Booklet" of the H. D. Le Fevre Co., listing a large line of second-hand rebuilt mill and elevator machinery. The booklet contains 21 pages of itemized equipment on hand. This company says it carries the largest stock of second hand and rebuilt mill machinery west of Chicago.

INDIANAPOLIS, IND.—L. J. McMillin reports the following sales of his Automatic Dump Controller: C. H. Harris, Bartlett, Ia.; Farmers Union Elvtr. Co., Hazelton, N. D.; Farmers Elvtr. Co., Neponset, Ill.; Valparaiso Grain & Elvtr.

Co., Valparaiso, Ind.; Farmers Elvtr. Co., Francisville, Ind., and Platte Grain Co., Platte, S. D.

CHICAGO, ILL.—The Link Belt Co. paid \$95,000 for a city block to be used for future expansion of its shops. The constant increase in the business of this company in its elevating and conveying machinery is responsible for the purchase of the land. Its present plant 39th and Stewart Sts. is opposite the property just acquired. No immediate plans for building have been settled on.

MINNEAPOLIS, MINN.—L. E. Taylor & Co., manufacturers of the "Engelhart" Flexible Spout and Car Loader, advise us that they have received recent orders from following states: 36 from Iowa; 6 North Dakota; 3 South Dakota; 5 each Illinois and Kansas; 3 Nebraska; 2 from Missouri; 8 from Minnesota, and 1 each from Indiana, West Virginia, Montana and Colorado.

I CANNOT give an accurate distinction between good copy and bad. It is a matter dependent almost wholly upon conditions, but broadly, good copy is that which attracts the eye, which has a positive selling force, and is so permeated by a strong personality that it gains friends and creates a sentiment of popular favor for the advertiser; bad copy is that which is opposite.—Edward M. Power, Jr.

TOTAL FLAX stock on June 23 at Winnipeg, Port Arthur and Ft. William were 3,703,744 bus., compared with 5,007,211 bus. on hand a year ago. Minneapolis stocks are not much more than 500,000 bus., public and private and Duluth stocks, domestic and bonded, total a little over 2,000,000 bus. Not much flax is left on the North American continent. Farmers' stocks are unusually light.

ARGENTINE CORN was greatly damaged by heavy rains in April and May of this year and the consequent delayed movement caused heavy losses to exporters. The corn that was good enough for exportation after the rain was held in the country on account of impassable country roads. At one time 15 vessels were waiting for grain cargoes, part of which left in ballast. The losses resulted thru the demurrage and cancellation of charters.

The New Home of Car Liners.

Some years ago Fred Kennedy, a grain dealer of Shelbyville, Ind., conceived the idea of lining box cars with paper and thus reducing the leakage of grain in transit. After a number of trial shipments he perfected a car liner which is now used by successful grain shippers in all parts of the country, with the result that their shortages due to leakage in transit have been reduced to a minimum.

In 1908 Mr. Kennedy made 250 liners. Each year the number has increased rapidly until the company's all quarters were so crowded the business will only be handled at great expense and in convenience. Larger quarters became absolutely necessary, so a large plot of ground was purchased and the new large building illustrated herewith was erected. The new plant with its saw tooth roof is designed especially to meet the exact needs of a car liner factory. The main building is 250x250 feet and has over two acres of floor space, so the Kennedy Car Liner Co. is now prepared to supply the trade more promptly and at less cost than ever before, hence it is believed that the demand for its liners will continue to increase.

THE CHICAGO Board of Trade has never closed its doors for a day under pressure of any kind at home or abroad. This is a matter of much pride to the members.—Edward Andrew, former pres.

CORN will replace rice as a food in the Philippines within a few years if the present rate of increase is maintained. The ascendancy of corn as a food is due in a large measure to a campaign by the Bureau of Education which has held numerous demonstrations of corn growing and manufacture as food in the past two years. In 1912 the islands produced 8,600,000 and in 1913, 15,000,000 bus.

BETWEEN 5,000 and 10,000 men, most of them from the factories of the eastern states, are now employed in the wheat fields of Kansas. Practically all of these men have been out of work for a number of months and few of them had much left after paying car fare. All prefer the factory employment, but since the condition offers little hope for employment, they intend to stay in the harvest fields as long as there is any work.



New Factory of Kennedy Car Liner & Bag Co., at Shelbyville, Ind.

Feedstuffs

THE CHICKEN FEED plant of Henry Steinmesh Feed Co., East St. Louis, Ill., burned recently with a loss of \$40,000.

CARL J. NAGI, of Omaha, has recently taken up the management of the M. C. Peters Co.'s alfalfa mill at Worland, Wyo.

THE CONSOLIDATED MILLING Co., of Buffalo, N. Y., will double the capacity of its feed plant within the near future. The plans for the addition were recently completed. The improvements will cost approximately \$50,000.

A CARLOAD OF KAFIR corn which will be used in the manufacture of chicken feed was recently received by the American Milling Co., Peoria, Ill. The company has also contracted for a large track scale to be installed in its plant.

ALFALFA is treated best for the manufacture of alfalfa products by cutting it before it has become woody and fibrous, partially curing it in the field and then treating it with artificial heat to prevent its bleaching. This process has been patented by Mark C. Rich, Hot Springs, S. D.

IMPROVEMENTS consisting of a head house, an additional storage of 150,000 bus., and a drier of 1,000 bus. per hour capacity, have been begun by the Ralston Purina Co., of St. Louis. The cost will be \$175,000. The new structure will be of reinforced concrete and absolutely fireproof. The work is being done by the Turner Constrn. Co.

POULTRY FEED in the state of Florida cannot be adulterated with grit, rice hulls, peanut shells, corn cobs, or similar material under penalty of the law. The feed manufacturers in the state have been notified by W. A. McRae, Commissioner of Agriculture, and their attention called to the state law providing for seizure, sale, or other disposal of such feeds by the state authorities.

THE EARLY & DANIEL Co., Cincinnati, O., is building a plant for the purpose of making molasses and chicken feed, to replace the one burned on April 10 of this year with a loss of \$150,000, a part of which was covered by insurance. The new plant will cost in the neighborhood of \$75,000. It will be of concrete construction and thoroly modern in all its equipment. The company expects to have the building completed and in operation some time this year.

PHOENIX, ARIZ.—We have changed the name of our firm from the Sturges Hay & Grain Co. to the Phoenix Seed & Feed Co., tho we have made no change in the management. The Sturges Bros. have disposed of their interest in the business and will devote their attention to the wholesale hay business in the future. We intend to specialize in feed and seeds and are at present installing a poultry feed plant with which we will manufacture the Arizona Brand of feeds.—Phoenix Seed & Feed Co., Ben Stanton, sec'y.

THE OHIO feedingstuffs law was recently declared unconstitutional and invalid by Judge Kinkead at Columbus, O., in the case of B. F. Hornbeck v. H. C. Price. In the testimony it was shown that the law transcends the bounds of police regulation, being designed to obtain revenue. It was also shown that not a

single applicant for a license was ever refused and that of those who received this license none was ever made to withdraw products from sale after examination of his feeds. It is noted in the opinion that the law in question contains no provision for the regulation and punishment of dealers misbranding or adulterating their feeds, which does not tend to further the interests of the public health.

Hominy Feed Defined.

We are of the opinion that hominy feed is a mixture of the bran coating, the germ, and part of the starchy portion of the corn kernel obtained in the manufacture of hominy grits for human consumption. We are further of the opinion that hominy feed is adulterated if it contains any or all of the materials which are cleaned from the corn before it is subjected to the actual milling process which finally results in hominy grits. In other words, it does not make any difference whether part of the cleanings from corn are obtained in the elevator and part in the mill; none of these cleanings from the corn is, in our opinion, a proper constituent of hominy feed.

The case is analogous to mixtures of wheat bran and screenings. Some of the screenings may be obtained from the wheat in the elevator and some in the mill, yet they are nevertheless screenings. Wheat bran is the coarse, outer coating of the wheat berry obtained in the usual commercial milling process from wheat that has been cleaned and scoured, and is adulterated if it contains any of the cleanings or screenings obtained from the wheat before it goes to the break rolls.—C. L. Alsberg, Chief of Buro of Chemistry, U. S. Dept. of Agriculture.

Drying Barley Is Profitable.

In a recent address before the 21st annual convention of the Austrian Maltsters Ass'n, Prof. E. Jalowetz said in discussing the relative merits of green and artificially dried barley that the dried barley yielded from 1.65 to 2.2 lbs. more extract than the undried barley.

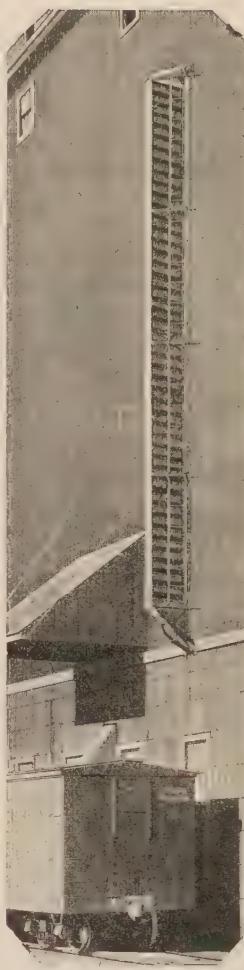
According to Prof. Jalowetz this grain gives a great deal of trouble both in storing and malting when it contains a water content of 15 per cent. Without continual watching and occasional turning the barley with this much water is hard to keep from heating. Even with the work and resultant expense the water content may be decreased only moderately. However, if the process of aeration is not followed consistently the heating will result in deterioration and a loss in germination value.

On the other hand the artificially dried grain is favorable for storing and shows good germination properties. During the present season hundreds of carloads of barley have been dried with satisfying results. A look at the grain in the two conditions is convincing evidence of the value of drying. The greatest difficulty met in this process is the lack of kiln capacity for the drying. As much as possible is being dried from the mere fact that the result more than pays for the cost of the process. Barley will tolerate a fairly high temperature, but as a matter of precaution the permissible maximum is never used.

I COULD NOT get along without the Journal.—F. E. Eyer, Hill Grove, O.

THE HESS OUTDOOR GRAIN CONDITIONER

is attached to the outside of your mill or elevator. It will cool heating grain, sweeten musty or fermenting grain, cleanse and brighten dusty and dull grain, and improve the quality generally. It operates by concentration of the wind upon the grain while it is stirred and moved by gravity. No heat, no fans nor other machinery are required, and it takes



up no space in your elevator. We furnish it in various sizes to meet any requirements.

The complete equipment costs \$75.00 and upward according to length. It will repay its cost many times in a single season, in improvement of grain passed through it.

Hess Warming & Ventilating Co.

907 Tacoma Bldg., CHICAGO

Makers of Hess Grain Driers, Moisture Testers, Corn Grading Sieves and Percentage Scales

Supreme Court Decisions

Damages on Destination Value.—In an action against a carrier for loss of goods, on which freight has not been paid, the consignee's measure of damages is the value of the goods at destination, less the freight.—Fehrenbach W. & L. Co. v. Atchison, T. S. F. Ry. Co. Springfield Court of Appeals, Missouri. 167 S. W. 631.

Right to Recover Overcharges.—Where a carrier refused to deliver shipments to the consignees until the shipper paid a greater freight rate than that filed, published, and in effect, the shipper could recover the excess paid as an illegal overcharge paid under duress.—Virginia-Caro. Peanut Co. v. Atl. Coast Line R. Co. Supreme Court of North Carolina. 82 S. E. 1.

Delivering Carrier Liable.—Where goods shipped over connecting lines are delivered to the consignee in a damaged condition, and it is proven that they started on their journey in good condition, the terminal carrier will be liable for the damage, unless it shows that the injury did not occur through its fault.—Jordan v. Mississippi Cent. R. Co. Supreme Court of Mississippi. 65 South. 276.

Carrier's Right to Deliver Without Surrender of B L.—A provision in the B/L that the surrender thereof should be required before delivery of the property was intended for the protection of the carrier, not the shipper, and might be waived by the carrier, when bank holding indorsed B/L authorizes delivery.—Famous Mfg. Co. v. C. N. W. Ry. Co. Supreme Court of Iowa. 147 N. W. 754.

Valid Agreement Not to Engage in Business.—A parol agreement by a seller of his business not to engage in similar business in the village, so long as the buyer engages therein in the village, is not within the statute of frauds, because there is nothing in the agreement which shows that it is not to be performed within one year.—Tomlin v. Clay. Court of Civil Appeals of Texas. 167 S. W. 204.

Shipper Not Compelled to Surrender B L.—Under the Texas statute requiring a railroad company to deliver up the possession of goods to the owner or consignee upon payment of the freight charges, as shown by the B/L, etc., a railroad company has no right to impose, as a condition to the delivery, the surrender of the B/L, but can only require the production of the B/L for inspection.—Missouri, K. & T. Ry. Co. v. Long. Court of Civil Appeals of Texas. 167 S. W. 769.

Carrier Liable for Delay Under Carmack Amendment.—The Carmack Amendment (Act. June 29, 1906, c. 3591, § 7, pars. 11, 12, 34 Stat. 595 [U. S. Comp. St. Supp. 1911, p. 1307]), which makes the initial carrier responsible for "loss or damage or injury to goods," covers a case of damage to a shipper caused by delay in the transportation of an interstate shipment.—Norfolk Truckers Exchange v. Norfolk Southern Ry. Co. Supreme Court of Appeals of Virginia. 82 S. E. 92.

Carrier's Liability.—The Carmack Amendment to the Hepburn Act (Act June 29, 1906, c. 3591, § 7, pars. 11, 12, 34 Stat. 595 [U. S. Comp. St. Supp. 1911, p. 1307]), making initial carriers liable for loss or damage "caused" by them or any connecting carrier, does not make such a carrier liable for loss caused by fire on the vessel of a connecting carrier, without the design or neglect of the connecting carrier for which the connecting carrier is relieved from liability by Rev. St. §§ 4282, 4289 (U. S. Comp. St. 1901, pp. 2943, 2945); such loss not being "caused" by either carrier, and it not being the purpose of the act to impose an absolute duty upon the initial carrier.—Burke v. Gulf, C. & S. Ry. Co. Municipal Court, City of New York. 147 N. Y. Supp. 794.

Carrier's Refusal to Accept Shipment.—A carrier's insistence, as a mere pretext to prevent an interstate shipment over its line, upon the absence of an applicable filed and published rate, does not justify a resort by the shipper to the courts, in advance of action by the Interstate Commerce Commission to recover damages resulting from carrier's refusal to furnish cars for such shipment.—Texas & Pac. Ry. Co. v. American Tie & Timber Co. Supreme Court of the United States. 34 Sup. Ct. Rep. 885.

Penalty for Delay in Settling Claim.—Gen. St. 1913, § 4314 et seq., imposing upon a common carrier a penalty of \$25 for the failure to settle and adjust within 60 days a claim against it, and imposing a like penalty upon a person presenting a fraudulent claim, held not unconstitutional either as class legislation, as depriving carriers of their property without due process of law, or as depriving the parties affected of the equal protection of the law.—Riskin v. Great Northern Ry. Co., Supreme Court of Minnesota, 147 N. W. 960.

Railroad Liable for Burning of Corn House.—Proof that sparks escaped from a railroad engine and destroyed a corn house by fire, either directly or indirectly, established a prima facie case of actionable negligence of the railroad company, and to escape liability it must show that the engine was equipped with proper spark arresters, and that the same were in good repair, and that the company exercised reasonable care to keep the same in good repair.—Texas & N. O. R. Co. v. Cook. Court of Civil Appeals of Texas. 167 S. W. 158.

Penalizing Failure to Refund Overcharge.—The overcharge of freight, for the non-refunding of which by a railroad within a certain time after claim Revisal 1905, § 2644, imposes a penalty, being the amount collected in excess of the rates appearing in the carrier's printed tariff, and it knowing the amount collected, and having the printed tariff, so that it can ascertain the overcharge with exactness, permitting recovery of the penalty where the overcharge is less than the claim, but exceeds the amount the company offers to pay, is not a taking of its property without due process.—Macon County Supply Co. v. Tallulah Falls R. Co. Supreme Court of North Carolina. 82 S. E. 13.

Carrier's Waiver of Time Limit for Filing Claim.—A provision of a B/L that, unless a written claim for loss of goods be made within four months after expiration of a reasonable time for delivery, the carrier shall not be liable is waived, where the carrier, after expiration of the four-month period, at the consignor's suggestion, undertakes to trace the goods and invites the presentation of a claim for loss under the contract. Waiver of conditions limiting a carrier's liability need not be based on a new agreement or estoppel, but may rest in a donative purpose and be without consideration.—A. C. Cheney Piano Co. v. New York Cent. & H. R. R. R. Co. Supreme Court of New York. 148 N. Y. Supp. 108.

Contract of Sale.—Defendant, purporting to act for a corporation, having sold to plaintiff 25 cars of cotton seed thru a broker, executed a memorandum reciting that the same confirmed the sale to the plaintiff through the broker of 25 cars of cotton seed to be shipped during the season to plaintiff at Memphis at \$11 per ton, the shipments to be made from points specified and signed by defendant, acting for the alleged seller. Held, that the writing was not a mere offer to sell, but was a sufficient memorandum of a completed contract under the statute of frauds. Where defendant, after making a contract on behalf of a corporation for the sale of cotton seed to plaintiff, without authority, repudiated the contract, as did also the corporation which defendant purported to represent, and declined to proceed under it, plaintiff was entitled to treat such repudiation as a breach of the contract and sue at once for damages.—Williams v. DeSoto Oil Co. U. S. Circuit Court of Appeals. 213 Fed. 194.

Failure to Furnish Cars.—If the railroad company was under any obligation to the defendants relative to the furnishing of cars on the side track for their use, it was not by virtue of any private contract, but arose under the company's obligations as a common carrier, which are regulated and defined by a rule of the Railroad Commission of Georgia. Civ. Code 1910, § 2664 et seq. The Railroad Commission, as this record discloses, seems to have decided that the defendants did not owe the demurrage claimed by the plaintiff, and ordered the plaintiff to proceed in the customary transaction of business with the defendants under the same terms and conditions as prevailed prior to the accruing of the demurrage charges in question.—Atlantic Coast Line R. Co. v. A. T. Snodgrass & Co. Court of Appeals of Georgia. 82 S. E. 153.

Authority of Agent of Telegraph Co.—The sender of a telegram is entitled to recover the penalty imposed by Rev. St. 1909, § 3330, for delay in a telegram message, the charges on which had been prepaid, where the message contained the word "alright" written as one word and counted as such by defendant's agent in estimating the charges, since, if it should have been counted as two words, the agent was acting within the scope of his authority in determining the charges and the company is bound by his act, in the absence of intent of the sender to defraud. The rule that a railroad company is entitled to recover the rate of freight posted with the Interstate Commerce Commission, even though its agent agreed to accept a less rate, does not apply to a charge made by the agent of a telegraph company for a telegram.—Higbee v. Western Union Tel. Co. Kansas City Court of Appeals, Missouri. 166 S. W. 825.

Shipper Entitled to Attorney's Fees.—There is no denial of the equal protection of the laws, contrary to U. S. Const., 14th Amend., in the provisions of Texas Laws 1909, p. 93, for the allowance of a reasonable attorney's fee of not over \$20 to the successful plaintiff in a suit in which an attorney is actually employed upon a claim not exceeding \$200, against "any person or corporation doing business in this state, for personal services rendered, or for labor done, or for material furnished, or for overcharges on freight or express, or for any claim for lost or damaged freight, or for stock killed or injured by such person or corporation, its agents or employees," where such claim is not paid within thirty days after demand, and the recovery is for the full amount claimed, since this statute makes no classification of debtors, and the kinds of claims included cover a wide range, and do not appear to have been grouped for the purpose of bearing against any class or classes of citizens or corporations.—M. K. & T. Ry. Co. v. S. O. Harris. Supreme Court of the United States. 34 Sup. Ct. Rep. 790.

Switching Charge Unlawful.—The findings of the Interstate Commerce Commission that industrial spur tracks within the switching limits in a city constituted part of the carrier's terminals, and that under the conditions there existing the receipt and delivery on these spurs of carload freight moving in interstate commerce was a like service as compared with such receipt and delivery at team tracks and freight sheds within such switching limits, are conclusive upon the courts, if based upon the evidence. The delivery and receipt on industrial spur tracks within the switching limits in a city of carload freight moving in interstate commerce, incidentally to a system-line haul, is not necessarily an added service, for which the carrier is entitled to make, or should make, a charge additional to the line-haul rate to or from such city, where that rate embraces a receiving and delivery service at team tracks or at freight sheds within such switching limits, for which the spur-track service is a substitute.—Interstate Commerce Commission v. A. T. & S. F. Ry. Co. Supreme Court of the United States. 34 Sup. Ct. Rep. 814.

Insurance Notes.

COMPENSATION INSURANCE in inter-insurance companies providing for limited insurance will not be recognized by the Michigan Industrial Accident Board hereafter. Employers are being notified that only unlimited policies will be recognized. This is being done so that every beneficiary may be certain of recovering the full amount of his indemnity.

THE NATIONAL ACCIDENT UNDERWRITERS will soon succeed the Detroit Conference, The American Ass'n of Accident Underwriters and the National Mutual Union. The consolidation of the three ass'ns was decided upon at a meeting of the executive committees and some of the officials in Chicago during the early part of August. The organization meeting will be held at the Hotel Shelbourne in Atlantic City, Sept. 10.

Acidity of Corn an Index to Soundness.

That the acidity of field corn is an important factor in determining the soundness and consequently its commercial value is shown in Bulletin 102, United States Department of Agriculture. In this bulletin it is shown that from the standpoint of commercial grading, corn with a degree of acidity less than 22 c. c. is normally sound and of good commercial quality; corn with a degree of acidity between 22 and 26 c. c. is somewhat inferior in quality and soundness, due to deterioration of the germ; corn with a degree of acidity between 26 and 30 c. c. evidences marked deterioration and is unsound; and corn with a degree of acidity greater than 30 c. c. is badly damaged and should be considered from a commercial standpoint as sample-grade corn.

The degree of acidity varies from 9 to 10 c. c. to over 100 c. c. and can be determined by acid tests down to .5 c. c. It is greatly increased by fermentation and high temperature and thruout the year gradually increases. At the same time the corn shows a corresponding decrease in the percentage of germination. The degree of acidity is taken as a criterion of both soundness and quality.

I THINK the Grain Dealers Journal is one of the best guides for all practical uses, especially for grain dealers. I have always read it with interest.—H. V. Cardiff, Ogden, Ill.

TRI-STATE MUTUAL GRAIN DEALERS FIRE INSURANCE CO.

of

Luverne, Minnesota

Write Elevator and Grain Insurance on the purely Mutual Plan, with Cash Dividends Annually.

Write the Secretary
for Rates.

E. A. BROWN, Pres.
V. E. BUTLER, V.-P.

E. H. MORELAND, Sec.
B. P. ST. JOHN, Treas.

THE LARGEST cargo of wheat ever sent from America to Italy went from Boston July 27 on the steamer Palermo. The vessel carried 163,491 bus., besides a number of passengers and a large quantity of shoes and freight to Naples and Genoa.

IF THERE is one thing which more than any other public policy requires, it is that men of full age, and competent understanding shall have the utmost limit of contracting freely and voluntarily, and that their contracts shall be enforced by the courts of justice.—Sir George Jersel.

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DES MOINES, IOWA

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Regarding Short Term Grain Insurance

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SYKES
Company
Chicago, Ill.

Sheet Metal Contractors, Makers of Fireproof Windows. Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

INCORPORATED 1877 The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents
of same at Cost.

Insurance in Force \$18,433,615.45. Cash surplus \$473,253.91.
GEO. POSTEL, President G. A. MCKINNEY, Secretary

HOME OFFICE: Alton, Illinois.

WESTERN DEPARTMENT: Mr. Rollie Watson, Mgr., 402 Sedgwick Bldg., WICHITA, KANSAS

Hot Boxes

Who is to blame for the Million Dollar loss from Hot Boxes in mills and elevators
in the last three years? We would like to know.

Millers National Insurance Co.,
Chicago, Ill.

Western Millers Mutual Fire Insurance Co.,
Kansas City, Mo.

Ohio Millers Mutual Fire Insurance Co.,
Canton, Ohio.

Pennsylvania Millers Mutual Fire Ins. Co.,
Wilkes-Barre, Pa.

Mill Owners Mutual Fire Insurance Co.,
Des Moines, Ia.

The Millers Mutual Fire Insurance Co.,
Harrisburg, Pa.

Texas Millers Mutual Fire Insurance Co.,
Ft. Worth, Texas.

Michigan Millers Mutual Fire Insurance Co.,
Lansing, Mich.

Grain Dealers National Mutual Fire Ins. Co.,
Indianapolis, Ind.

Send information to the

MUTUAL FIRE PREVENTION BUREAU
OXFORD, MICHIGAN

Patents Granted

Corn Sheller. No. 1,104,677. (See cut.) John Klovsky, Astoria, N. Y. The sheller is composed of a hopper with an opening in its side, in alignment with which is an alternately moving shaft. A spring-pressed head with a bell mouthed portion is slidably adjusted on the shaft and presents the ears of corn from the hopper to the sheller.

Car-Pusher. No. 1,105,525. (See cut.) Charles Mays, Philadelphia, Pa. The pusher consists of a rectangular shoe with a beveled corner adapted to work against the tread of the car wheel and a fulcrum member. The fulcrum member is pivotally connected with the shoe in such manner as to throw one of its corners against the track and at the same time force the shoe against the wheel when operated by its handle, adapted to give it leverage.

Seal-Fastening. No. 1,105,037. (See cut.) Thomas E. Murray, New York, N. Y. The seal fastening is composed of two flanged disks, one set in the other, so as to form a rim and side walls, the former with openings in it and the latter with three inwardly extending projections disposed between the two openings and a loop formed shackle to the end of the shackle is adapted to enter the openings and its bentback end engaged by one of the projections and secured successively by the other two projections.

Grain-Scourer. No. 1,104,631. (See cut.) John B. Cornwall, Moline, Ill. The scouring apparatus reproduced in the cut here-with consists of a casing in which is ar-

ranged a scouring cylinder. The chamber consists of a shaft on which are spiders with pivotally adjusted arms each carrying two blades arranged at opposite sides of the pivots, each of these blades containing inwardly extending arms. These arms are adjusted to engage an adjustable disk and are themselves adjustable by means outside the casing of the machine. The grain is scoured by the rocking of the blades on their pivots as it passes thru the cylinder.

Weighing Mechanism. No. 1,104,268. (See cut.) Edwin H. Messister, Brooklyn, N. Y. The machine combines a weighing device and an electric motor consisting of an armature and a field magnet, relatively movable with respect to each other. The weighing member includes a mercury vessel with a plunger adapted to work therein and has a plurality of contact terminals which are brought into connection with similar contact terminals in the armature as the mercury rises or falls, thus causing the lines of force in the motor to advance or decrease successively according to the contact. The weighing member under the influence of a load predetermines the extent of units of advance of the motive power.

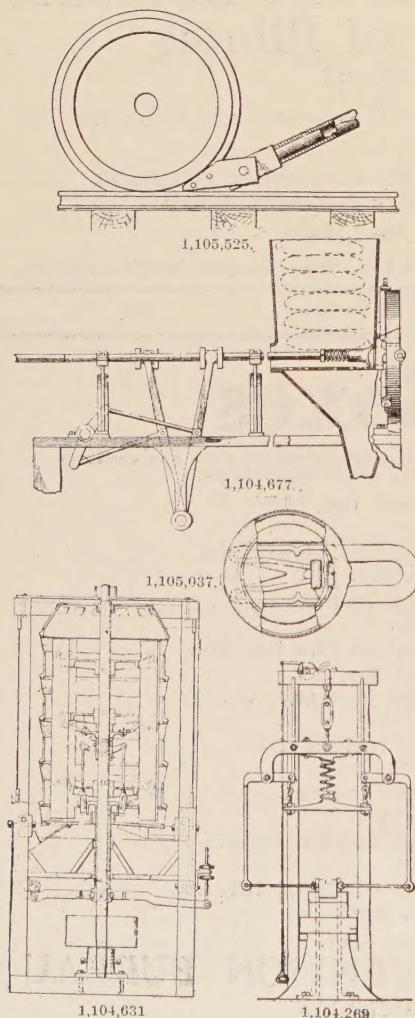
LIBYA wheat production for the year from March 1909 to March 1910 was 5,977,126 bus. on a total area of 362,785 acres according to statistics of Turkey in Africa. Libya is an Italian colony in Africa whose chief industry is agriculture. In normal years the shipments from the Libyan coast have varied from 10,000 to 35,000 metric tons tho in 1907 the shipments went as high as 85,000 metric tons, with a total value of \$3,500,000.

Books Received

WHEAT-GROWING IN RELATION TO RAINFALL, by John R. Trivett, government statistician, is a record of experience in those parts of New South Wales, Australia, where rainfall is inopportune. Six pages and map. Misc. Publication No. 1564 N. S. W. Department of Agriculture, Sydney, Australia.

REPORT OF THE BOARD OF GRAIN COMMISSIONERS for Canada as made by Robert Magill, chief grain commissioner, contains a record of the workings and formation of the inspection and weighing departments of grain, public, country, lake terminal, interior and hospital elevators. An account of the financial standing of the board during the past year is also given. Dr. Magill's report on the marketing of grain, also views of British traders, are given prominence. An entire chapter of the book treats of the cultivation and handling of oats and flax. The method of trading and some very interesting information on the shipping of grain from Canadian ports is covered in two chapters. Paper bound, 129 pages. Board of Grain Commissioners for Canada, Fort William, Ont.

GRAIN INSPECTION IN CANADA, by R. Magill, M. A., Phd., Chief Commissioner, Board of Grain Commissioners for Canada, The Department of Trade and Commerce, is the best account of grain inspection methods ever compiled by any governmental department. The author gives a brief account of the method of handling grain in Western Canada as relates to legislation. He comprehensively outlines the marketing, inspection and weighing systems in Western Canada, defines and names the terminal elevators in the province, outlines their activities and gives the legislation affecting them. In regard to the eastern elevators he sets forth their service as transfer and storage houses. The book also deals with the administrative, commercial and judicial work of the Board of Grain Commissioners. Paper cover, 64 pages, 34 engravings. Grain Inspection Department, The Department of Trade and Commerce, Ottawa, Canada.



Crop Improvement.

FOUR COUNTIES in Wisconsin have recently appointed county agents to look after the crop improvement movement in their localities.

TWELVE COUNTIES in Oregon have applied for county crop improvement advisers. So far only six have been appointed. The others will be named as soon as men thoroly acquainted with the crop improvement needs of the state are found, according to Prof. H. T. French, head of the state advisory department.

BARLEY is kept bright most effectively in humid localities by proper stacking after it is cut. Circular stacks and long ricks with some sort of foundation to keep the barley off the ground are best. When constructed properly loss is not so apt to occur after a heavy rain and the grain will dry more rapidly thus allowing threshing earlier.

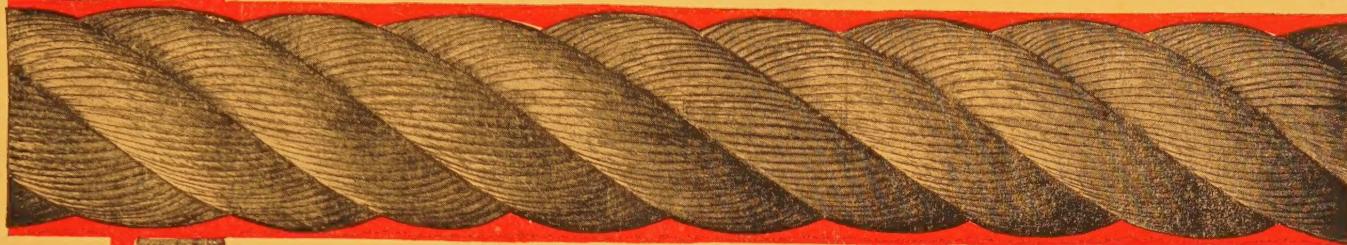
PURE SEED SPECIALS as sent to various parts of Wisconsin by the Extension Department of Agriculture of the University of Wisconsin bring to the attention of the farmers, grain dealers and financial interests of the state the needs and means of improving crop production, according to Prof. K. L. Hatch. Prof. Hatch says that fully 10,000 people inspected the exhibits and listened to the lectures relative to pure seeds.

OFTENTIMES in a single community three different kinds of barley are being raised: viz, beardless, two-rowed, and six-rowed. The consequence is that, while all of the barley may be good, the mixture at the threshing machines and at the elevator lowers the grade and the price for all. County farm bureaus generally should elect one kind and not rest until everybody in the community is breeding it to its highest efficiency. A seed center should be established in each county.

THE CROP IMPROVEMENT COM'ITE, Council of Grain Exchanges, is inaugurating a campaign for the improvement of corn. It is now compiling a circular urging the late cultivation of corn to conserve the soil moisture and to insure crops in seasons of drought. The circulars will be sent out to the grain growing sections in which most corn is produced. The com'ite has ordered 20,000 of the circulars and proposes to send 100 free to any grain man who will agree to place them with the growers.

THE GRAIN SCHOOL of the Illinois Grain Dealers Ass'n as provided for at the meeting of the ass'n at Cairo, Ill., on June 3 and 4 will hold a session on Aug. 11 at Decatur, Ill., according to notices now being sent out by the ass'n. The work proposed by the school is similar to that carried on by the Crop Improvement Com'ite, Council of Grain Exchanges, Chicago, but if anything is a little more concrete in that it will be the actual meeting of grain men, farmers, business men and others interested in the grain trade for the betterment of crops. The work is being carried on in conjunction with the Crop Improvement Com'ite, the notices being printed on one of the "More and Better Wheat" circulars. The ass'n has arranged for speakers of prominence to be at and take part in the meeting. Subjects of importance that will be discussed are "A Larger Yield of Better Grain" and "United States Grades for Corn." Among the speakers are F. I. Mann, Gilman, Ill. F. H. Demaree, Chicago, and various grain inspectors of the state.

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¶ Yet, they're all used to make "Manila" rope.
¶ So, you've got to look for more than merely the name Manila when you buy transmission rope.
¶ A transmission rope can be called a Manila rope and yet come far short of the requirements of standard practice.
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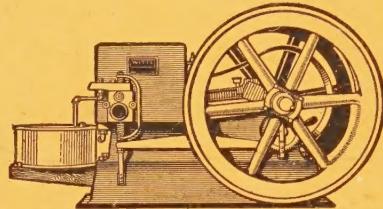
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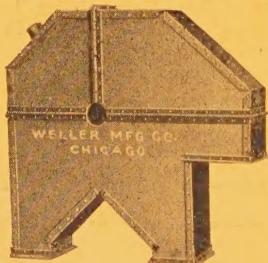
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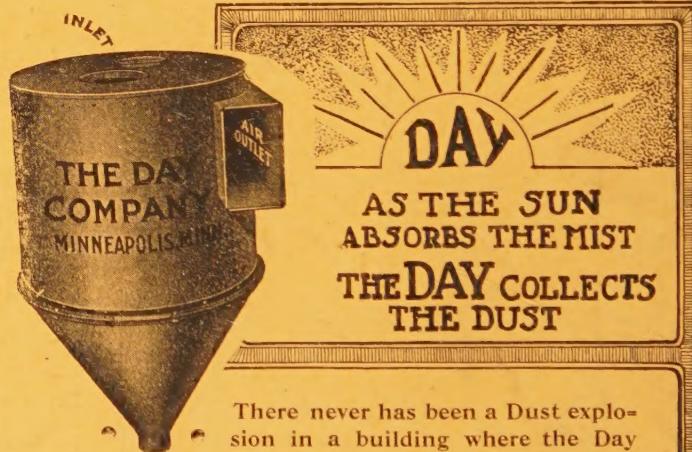
GOVERNMENT GRADES

HEAVILY DISCOUNT grain which has been cracked, blistered or discolored by drying process in the attempt to make contract grades. If you are about to purchase a grain drier this fact is of vital importance, and should lead you to insist on a written guarantee from the manufacturer that the drying process will not injure the product.

We guarantee the ELLIS DRIER will not crack, blister or discolor the grain. In order to make this guarantee we construct our supporting frames of WOVEN WIRE CLOTH. Furthermore, grain in an ELLIS DRIER is constantly kept moving by means of a CONTINUOUS FEED. Grain in an ELLIS DRIER is not allowed to lie in any one spot. These are a few reasons why the quality of ELLIS DRIED grain has never been equaled.

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